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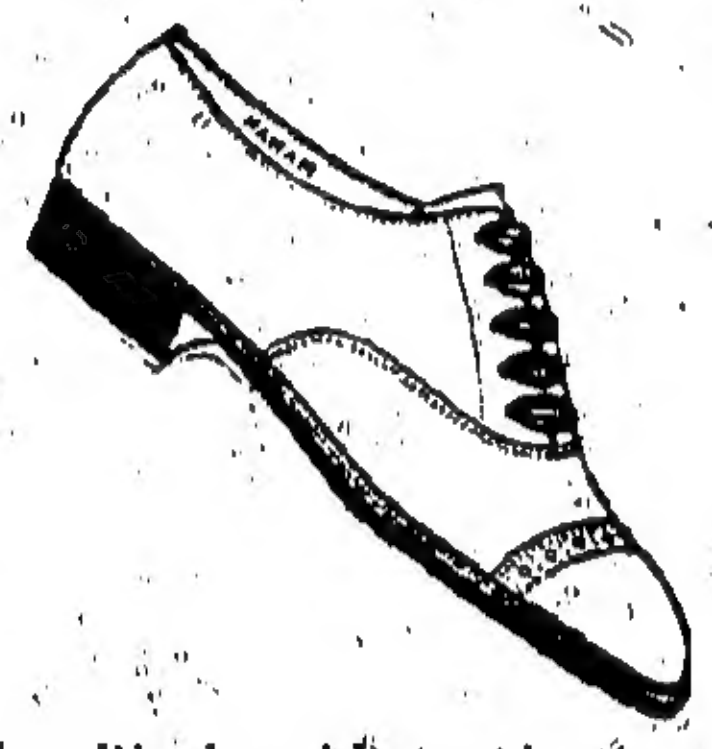
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[697]

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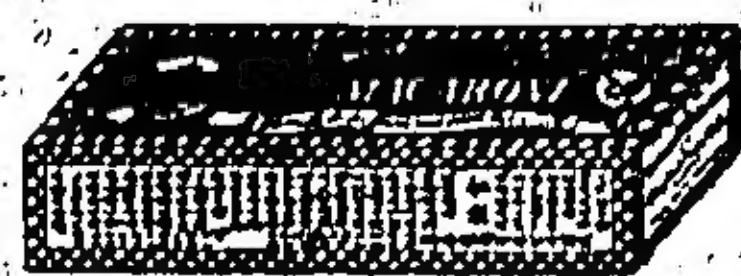
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[1105]

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## THE "HAWKINS" AT COLOMBO.

SAILORS' RAID, HOTEL BAR.

The *Ceylon Observer*, of October 18th, says:—We learn that the Bristol Hotel was the victim of a raid last Monday by British sailors of H.M.S. *Hawkins*. At about 3 p.m. they visited the hotel, turned out the bar-keeper and assistant waiters and, some of them vaulting the bar and landing on bottles of liquor wholesale, made off with their loot before the Port Police, summoned by telephone but not coming quickly enough for the emergency, could arrive. It all happened within 10 or 15 minutes. The facts are vouched for by Mr. Bartlett, the managing director, and Mr. Witzig, the manager. The manager complained to the Police and the Naval Intelligence Officer, and the latter suggested that the manager should go on board. When he went on board next day to complain and get the bill settled for the amount stolen, Capt. Henderson lined up the whole crew (about 50) as would have been better for detection purposes, only those who had been ashore but whose identification was impossible, considering the complexity of the raid and the sailors being all dressed alike, with H.M.S. *Hawkins* on their hats. One was tentatively identified, but Mr. Witzig was told that that sailor had not been ashore. Capt. Henderson then referred Mr. Witzig to the *Shipping*, where resignation was felt naturally at being thus troubled, especially as only the name *Hawkins* had been seen on the hats of the offenders. The managing director then wrote to Capt. Henderson for settlement of the bill, and received a reply, which we have seen, disclaiming responsibility on the ground that none of the *Hawkins* sailors appeared to have been taken on shore. The matter is being further taken up through the Naval Staff Office, and no doubt, on cabined representations, the requisite steps will be taken at Singapore.

Under the caption "Misbehaviour on Shore," the *Times of Ceylon* says:—One is very reluctant these days, however great the excuse, to say anything that reflects on the conduct of our sailors and soldiers, but it is necessary to point out once more the importance of adequate measures being taken to prevent outbreaks of indiscipline when troops or sailors are allowed to come on shore and to wander about a city of the type of Colombo. With huge bodies of troops, like those which used to come ashore from various Australian troops, it is, perhaps, impossible, for adequate arrangements to be made for keeping order, but this does not apply to naval vessels, which was in the harbour the other day, especially with regard to an outrage committed in the Bristol Hotel, an account of which has been given to us by the managing director, who vouches for its accuracy. The Hotel Company has been unable to obtain any satisfaction from the naval authorities with regard to this matter, but it is to be hoped, at any rate, that one result of what occurred on shore without such arrangements being made as will prevent a repetition of what occurred in the hotel. The absence of such arrangements only puts into the power of a few men to besmirch the reputation not only of their well-behaved ship-fellows but of the whole of the splendid force to which they belong.

## CANTON NEWS.

November 4th.

THE FORMATION OF A NEW GOVERNMENT.

The proposed new Government is to be based on the Associated Government of the South-Western Provinces. The project is still opposed by many of the leading members of the Military Government and the military leaders and there is no doubt that it will soon be dropped.

THE CEMENT WORKS.

After being suspended for about two months the Cement Works were reopened the other day, and the machinery having been repaired, a large quantity of cement is being produced daily.

TAI-SHA-TAU TO BE AUCTIONED.

The Treasurer, finding himself unable to raise funds to pay off some of the loans has proposed the sale by auction of the big piece of land called Tai-Sha-Tau. It has been decided to devote 50 per cent. of the proceeds to Bank of Taiwan and 40 per cent. to certain merchants who have advanced money.

## SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême Orient, of Saigon, in their report dated October 23rd, state:—

Our market is still very dull owing to the prohibition of export being still in force. We hope, however, that this prohibition will be removed from December 1st next, and that from that date the rice trade will be again entirely free.

The advices from the interior concerning the new crop are very good. So far, it is estimated that the exportable quantity for the coming season will be between 1,200,000 and 1,400,000 tons.

The total amount of rice exported from January 1st up to October 13th, 1919, is 709,071 tons against 1,182,421 tons in 1918.

## COCK-BIRD IN A DUST-BIN.

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of a cock-bird.

Inspector Kent stated that a Chinese constable arrested defendant with the bird in his possession. Defendant at first stated that he purchased it at the Sukun-poo market, but this was found to be incorrect. After making a number of false statements, the defendant told witness that he picked up the bird from a dust-bin.

Defendant's excuse was that, as no one claimed the bird, it rightly belonged to him.

Mr. Hutchison fined defendant \$10.

## CENTENARY OF REISS BROTHERS.

A RECORD OF WHICH THE FIRM  
MAY BE PROUD.

In the Grand Hotel, Manchester, on August 18th, Messrs. Reiss Brothers, entertained over 100 of their staff to a dinner in celebration of the Centenary of the Firm, which was established in Manchester in 1819. Owing to the war and the fact that so many of the staff were serving in the Army and Navy this event could not be fittingly celebrated on the actual date.

The chair was occupied by Mr. Harry Reiss and several other partners were present. Telegrams of congratulation and good wishes were received from the China and other branches of the firm.

The chairman mentioned, during the course of the evening, that 150 of the staff had volunteered for active service during the war. Of these, 147 had been accepted and served on various fronts, the number including three partners and five of their sons. Twenty-nine had made the supreme sacrifice for their King and country, thirty-five had been seriously wounded, and twenty-five were still serving.

It will be remembered in Shanghai that Willoughby Reiss was one of the first to leave and join up. He was one of those who lost their lives at Gallipoli very early in the war.

Among those present were three members of the staff with over 30 years' continuous service, eleven with over 40, twelve with over 30, and sixteen with over 25 years, from amongst whom sincere and affectionate tributes were paid to the partners.

Mr. P. H. Holybark of Hongkong, was among the guests and spoke on behalf of the China staff, supporting the tone of the health and prosperity of the firm.

## CHINESE AND THE GERMANS. POSSIBLE EFFECTS OF CHINA'S DECLARATION.

In an editorial the *London and China Express* says:—

"A mandate has been issued in Peking declaring that the state of war between China and Germany is ended and the declaration of the President closes with the receipt—quite in the former imperial style—'Let all take note.' This act opens the door to quite a number of possibilities. The territorial question relating to Shantung that existed pre-war is terminated as far as Germany is concerned, and, China apparently considers that she has only to consider German subjects and German interests that may be within her borders. The first results of the declaration will be that any prisoners in China will be released, and others who have been deported can return if they choose, and opportunity to do so exists. But their status will be entirely different to the subjects of Powers having treaties with China. They will not enjoy the privileges of extra-territoriality, but will be amenable to Chinese jurisdiction, and there is no commercial agreement, so that the Customs Tariff will not apply. German subjects and German goods will respectively be subject to Chinese law, and the application of a Customs Tariff that may run to 100 per cent. duties. The object attained by China through her declaration, whether made with that end or not, is that she has secured her autonomy, and the two important points of extra-territoriality and Customs duties, and we dear to her. What will be the upshot may be very reasonable, and, having secured her point, may be disposed to grant Germany a favourable commercial agreement, whereby Germans may be able to resume their enterprises in the Chinese Empire, and, being deprived of extra-territoriality, they may be allowed to trade possibly anywhere within Chinese territory. The question opened up is certainly a large one, and may be fraught with many results to other nationalities."

## THE PEACE SLUMP.

THE SITUATION IN JAPAN.

The British Commercial Secretary, at Yokohama writes:—While Japan has, on the whole, weathered the peace slump better than anybody expected she would, every class in the land appears to be awake to the fact that drastic reforms are needed if the country is to retain the position won during the war. While business is still remunerative, and transition therefore easy, great efforts are being made. The official classes were awakened to the fact as much as anything by the humiliation of having to plead for exceptional treatment when international labour legislation was under discussion at Paris, and this, just after the struggle for racial equality. Labour unions are coming rapidly into existence, in spite of being illegal. It has become simply impossible to enforce the law, and the officials do not want to. The manufacturers themselves are the most backward, but even they are moving. One, the other day, instead of giving a bonus out of his enormous profits, gave a new cotton mill, making the employees the shareholders—almost a voluntary surrender to Bolshevism in industry! All these are hopeful signs. The development they portend makes Japan a keener competitor in manufacture, but it also makes her a better customer. The Asiatic artisan with subsistence requirements as simple as those of a horse will soon be no more.

## OUR LONDON LETTER.

[FROM OUR OWN CORRESPONDENT.]

LONDON, September 18th.

OVERSEAS TRADE.

The question of overseas trade continues to form subject-matter for newspaper discussion. Scarcely a day passes without some reference to it, although it has to be confessed that a good deal of what appears in print is not altogether free from bias of some kind. However, this suspicion cannot be applied to the report just issued of the Committee of which Lord Cave was chairman, who were appointed to examine the Government machinery for dealing with trade and commerce.

In the result the Committee recommend that abroad the Consular service should remain under the control of the Foreign Office, coupled with a proviso that the Department of Overseas Trade in London should continue as at present under the joint control of the Foreign Office and the Board of Trade; and, further, that the Consular and Commercial Departments of the Foreign Office should be transferred to the "D.O.T." It is also recommended that the last-named Department should continue, as at present, under the joint control of the Foreign Office and the Board of Trade.

As your readers are aware, there has been agitation in and out of Parliament for a considerable time to get rid of Foreign Office control of officers in the Consular service. What the advocates of this departure have in mind is, in effect, the inauguration of a system by which Consular staffs would be expected to act as Commissioners for trade expansion. But they lose sight of the fact that bound up with trade and commercial questions abroad there are a hundred and one matters essentially of a political and diplomatic nature. The guidance and control of the Foreign Office are necessary in regard to these questions, which are outside the province of the Board of Trade. The Cave Report endorses this view, and it is to be noted that it is a view that has the unqualified support of prominent business men, and of such powerful bodies as the Federation of British Industries and the Associated Chambers of Commerce.

It can be taken as tolerably certain that no change will be made in the policy of placing the Consular service under both the Foreign Office and the Board of Trade. But whether any alteration will be made in respect of the position of the Department of Overseas Trade remains to be seen. For the time being the "D.O.T." forms a bone of contention, and until its status is more clearly defined its sphere of usefulness must obviously be impaired and restricted.

ARMY PAY INCREASED.

It was to be expected that, following the increase of pay granted recently to the Navy, a substantial rise would have to be made in the rate for all ranks of the Army. The scale which has been issued shows that the readjustment has been carried out in a generous spirit.

The daily pay of the two ranks of subalterns goes up from 10/6 and 11/6 to 13/6 and 15/6, respectively, and that of a captain from 13/6 to 23/6. The grant of additional remuneration to the married officer marks an interesting innovation. The higher ranks are treated proportionally in a liberal way. In every case the new rates are exclusive of the customary allowances. The scale as a whole seems to have been framed so as to allow the Army to bear favourable comparison with other branches of the public service. The increase in the cost of living has been taken fully into account. The *Times* states the view that with his 2/9 per day the private soldier will be approximately on a level as regards pay with the average working man in industry; the non-commissioned ranks will be paid similarly to skilled artisans; and officers will have the pay corresponding to the various grades of the Civil Service.

From another point of view it can be said that the revised scale of pay sweeps away the old tradition which made Army officers a caste, and, in its place, we have of its opportunities to men without private means. It was this money test that maintained the Service as a caste throughout our military history.

"CHINA AND THE GOSPEL."

Under this heading the report of the China Inland Mission has been issued for the year 1919, and I learn that the income was the largest on record amounting to £123,229. It is pointed out, however, that owing to the increased cost of silver the exchange was 102½ per cent. higher than in 1918. In other words £1,000 did three years previously, and this, of course, takes no account of the increased cost of living. The work of the Mission continues to grow. During the war 25,000 persons were baptized by the Mission, and in spite of travel difficulties 37 new workers have been added to the roll of missionaries. At the close of 1918 missionaries and associates numbered 1,667.

EDITOR OF THE "DAILY NEWS."

Contrary to gossip which has been current for the past few weeks, the resignation of Mr. A. G. Gardiner as editor of the *Daily News* does not mean any change in the paper. But, whatever the reason, it is an event of more than passing interest to Fleet-street. As a journalist who has for 18 years filled the editorial chair first occupied by Charles Dickens, Mr. Gardiner has exercised considerable influence on Liberal thought and policy. Incidentally, it may be noted that his tenure of the position is longer than that of any of his predecessors. Like some others who have made good in journalism, Mr. Gardiner began his career on provincial papers. He started as a reporter at Chelmsford, and later went to Lancashire, where he attracted the notice of Mr. Cadbury, who had just then acquired control of the *Daily News*. The head of the famous cocoa firm brought him to Fleet-street and installed him at the age of thirty-six as editor of the great Liberal paper with the salary of an ambassador and a London residence. It was a big jump for a man hitherto unknown in Metropolitan journalism, but the choice has been amply justified.

The article on men and affairs which appears every Saturday in the *Daily News* over the initials "A.G.G." is the outstanding feature of the paper. It possesses a distinctive charm of style, and is the most opinionative and arresting contribution published in the *Daily News*, not excepting Mr. Garvin's articles in the *Observer*. What was the cause of the resignation, it is not to know that as "A.G.G." Mr. Gardiner will continue his connection with the *Daily News*. LORD WILKINSON.

Admiral Lord Beresford, whose death has just taken place, will be well remembered by many of your readers in China. He went out some twenty years ago on a special mission at the request of the Associated Chambers of Commerce of Great Britain. On his return he wrote a book under the title "The Break-up of China," which was read at the time but is now almost forgotten as everything has changed since those days.

Had he so desired Lord Beresford could have laid claim to the unofficial rank of "the Newspaper Admiral." His name was constantly in the papers. For many years he was mentioned more frequently in the Press than any other Naval officer living or dead—the great Nelson included. No doubt the reason was that, not only was he a very gallant sailor, but he was kindly, good-natured, and humorous, and he had that "breediness" without which no man can aspire to be a Naval hero in the popular imagination.

To read his speeches in Parliament, or his letters to the newspapers gave one the impression that he was a loud-voiced, vigorous, bluff kind of man. But as a matter of fact, he was nothing of the kind. To my surprise the first time I heard him at a public meeting he spoke in a casual, conversational style. Even when he was declamatory he "roared like a sucking dove."

IRON PRODUCTION IN CHINA.

I hear that ironmasters in this country are greatly interested in reports to hand of the rapid growth of the iron industry in China. The Federation of British Industries have statistics which are very striking on this subject. It is stated that, according to reliable information, the production of iron ore in China this year is expected to amount to 575,000 tons, and that this figure will be increased next year to 625,000 tons. As an indication of the trend of things the fact is noted that at the Anshanhai Ironworks of the South Manchuria Railway, Co., two 250-ton furnaces are being set up, and these will be in use next April. It is further proposed to install 12 to 16 additional furnaces of the same type to produce 1,000,000 tons per annum.

SHIPBUILDING AT HONGKONG.

A correspondent of the *Times Trade Supplement* calls attention to the development of shipbuilding at Shanghai. It is stated that American capital and influence are strongly at work in the case of the Kiangnan Dockyard, at which many improvements have been effected. It is noted that the yard has been enlarged and extended, and now has a river frontage of nearly a mile. The Shanghai Dock and Engineering Company, says the correspondent, "are also doing first-class work on modern lines, so that the port is likely to become one of the leading shipbuilding areas in the East."

Even greater progress is being made at Hongkong, the same writer says. Vessels were built for British and Norwegian owners during the war "of types and sizes which were not being constructed in the district previously. The Hongkong yards have proved their capacity for turning out 10,000-ton liners within a time which compares favourably with that required for the same work in the United Kingdom, and at prices which render competition by these yards in European markets quite within the realm of possibility."—H.B.

## A THIEF'S NOVEL EXCUSE.

A novel excuse was given by a thief at the Magistracy, yesterday, when charged with being in unlawful possession of two cabbies of beef.

Defendant raised a laugh in Court by stating that he saw a dog running away with a piece of meat chased it, and took the meat away. As he was going home in pleased anticipation of a good dinner he was arrested.

Mr. Hutchison fined defendant \$10.



CORRESPONDENCE.  
A BLOT ON THE COLONY.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS,"]

SIR: Will you kindly allow me space in your columns to voice a protest which must surely find an echo in the hearts and minds of all thoughtful people in Hongkong, and especially of those coming to it like myself for the first time?

To find child-slavery established and countenanced in a British Colony produces a sensation nothing short of utter amazement.

The difficulties lying in the way of the removal of this hideous stain are, no doubt, numerous and complicated, but it is unthinkable that these should justify the continuance of the situation as it stands at present.

From the point of view of common humanity surely the time has come to establish, without delay, some system of registration, which will afford protection to those unfortunate little girls who are bought and sold as common chattels by the Chinese inhabitants of this British Colony.

This would, of course, be done as a first step towards the total abolition of the whole system in this place as soon as the pressure of public opinion, forcible propaganda, and insistent education on the subject have done their work.

To go one step higher how is it possible to reconcile the continuance of this permitted evil with any profession whatsoever of the Christian religion?

There is only one answer to these questions: the thing must cease. It would have been thought that the British members of the Legislative Council, together with the whole British community, would have unanimously risen in protest against the whole infamous system as it now stands. They have not done so.

I now ask all those who still retain the instincts of British men and women to actively support me in presenting the matter to those in authority at home.

I intend to commence by writing to the peer who was largely responsible for the passing of the White Slave Traffic Bill, and who, I know from personal experience, would not rest until it was accomplished, asking him to communicate without delay with the member of Parliament who gained first-hand knowledge of this matter when visiting this Colony, and who knows the true, sordid, and shameful facts of the case. Yours truly,

(Mrs.) C. B. L. HASLEWOOD.

St. George's House, Hongkong.

November 4th, 1919.

[Col. Ward, M.P., has already brought this matter before the Secretary of State and, unless the system is discontinued, will draw the attention of the House of Commons to it.—Ed., H.D.P.]

HONGKONG DEFENCE CORPS  
A TEAM TO BE ENTERED FOR THE RIFLE LEAGUE.

A meeting of the members of the Hongkong Defence Corps interested in rifle-shooting was held at headquarters yesterday evening, Major G. H. Wakeman, V.D. presiding, and Capt. G. E. Stewart acting as Hon. Secretary.

The business before the meeting was to discuss the formation of a team to represent the Corps in the Hongkong Rifle League.

The Chairman stated that everybody agreed as to the desirability of entering a team for the League.

The following were elected to make the necessary arrangements:—Hon. Secretary: Cpl. Lyons (subject to the Pte. Jenkins not wishing to serve); Committee: Cpl. Grimes and Sergeant Frith; Representatives on the League: Cpl. Grimes and Pte. Jenkins or substitute.

It was suggested that a two days' meeting should be held at Christmas, instead of bi-weekly or weekly competitions, which had not proved successful in the past owing to the paucity of the attendance.

Ammunition for competitions will be provided free by the Corps. For practice ammunition will be sold at the reduced price of \$3 per 100 rounds. Those desiring to practice are invited to attend King's Park Range on Monday morning, when instruction will be given. It is hoped that those who possess appliances will bring them.

Another meeting, comprising representatives of each unit of the Corps, will be held next week for the purpose of arranging details.

## HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending November 1st is as follows:—

	Receipts for week	Aggregate receipts for 44 weeks
This Year	\$14,705	\$48,291
Last Year	14,091	\$48,231
Excess	614	\$7,060

WAR OF THE FUTURE.  
LORD FISHER ON RISE OF CHINA.

Lord Fisher, in his sixth and final article on the Navy, in *The Times*, deals with the question, "Whom are we going to fight, and where?"

"I have elsewhere propounded the view that Asia, which of old in one direction sent forth Moses and his multitude, will produce another exodus into Europe and into the Western Hemisphere from the borders of the Pacific. That ocean holds the future. Every fourth baby born into the world is a Chinese. I have been many years in China and Japan. I have intense admiration for the inhabitants of both these countries." In the harbour of Malta, with a box of matches I played Togo's decisive battle—a second Trafalgar—with Togo's Chief of Staff, before that battle was fought. It was an obvious battle. But whom are we going to fight? Is it either a Chinese or Japanese Navy? I cannot conceive any earthly reason for such an event, and impossible is our fighting the United States. To me it is criminal even to talk of it. Can't the American and English Navies dominate the world at any time? We simply say to all the others, "Build no more on us. Fight you. We will Copenhagen you here and now!"

It is population and self-contained resources that govern the outcome of a war, in association with access to the ocean. The United States have all these. Well, what does all this lead to in determining our sea policy? The answer is peculiarly simple. I repeat again what should be the British formula! Build few and build fast, each one better than the last. We shall thus get very cheaply and efficiently an airproof armada, ready for any service, and fit for any eventuality.

Respecting Lord Fisher's statements on the Navy, Mr. Gerard Flenness writes that "the only two Powers which are engaged on an active naval policy are the United States and Japan, and neither of them is building against us." Of course, they are not! But that has nothing to do with the question. Our business is to provide for the defence of our position as an Ocean Empire. We have to make our position safe absolutely, not relatively, and the only relevant consideration is what will make it safe against any attack, not what Power is likely to attack it. On the other hand, a fleet half the size of that possessed by a possible opponent may suffice to ensure safety owing to geographical or other conditions. It will be a sorry day for us and for the world when we give up the broad, general principle of providing what our strategists tell us is necessary for absolute safety and begin to canvass whether this or that Power is animated by hostile motives in its naval policy. At the same time he is of opinion many economies may be made.

SPORT.  
HOCKEY.

HONGKONG H.C. v. STAFF AND DEPTS.

Following will represent H.K.H.C. at Happy Valley at 4.30 p.m. to-morrow:—F. Scarborough, M. L. Raiton, C. C. Hickling, G. H. Piercy, E. J. R. Mitchell, C. Hodgson, R. A. Brand, B. D. Evans (capt.), W. H. Edmonds, A. E. Wood and A. Mackenzie.

## CRICKET.

U.R.C. 2ND XI. v. QUEEN'S COLLEGE.

The following will represent C.R.C. 2nd XI. against Queen's College at the U.R.C. ground, Causeway Bay, at 2.15 p.m. on next Saturday:—Wan In Shing, Yung Hin Lun, Lee Ying, Chiu, Chan Hin Lee, Lo Man Pan, Hung Ho Chiu, Sun Kwok Leung, Lui Kuen, Cheung Wing Kui, Lee Man Kwong, and Wong Po Keung.

## WINDING-UP OF THE SUN COMPANY.

Mr. Justice Melbourne heard, yesterday, a petition that the Sun Company be wound up by the Court, or that an order be made that shall be just. The Hon. Mr. C. G. Alabaster, for the petitioner, asked for an adjournment until Friday for the following reasons:—The company had very substantial assets exceeding its liabilities, but there had recently been a run by the depositors, and the company had been unable to meet the run, therefore a winding-up order was necessary. It was proposed that a certain arrangement be made under Section 121 of the Winding-up Ordinance, and the creditors had consented to a scheme. In order that that scheme might be put through, a resolution had to be passed at an extraordinary meeting to be held next Thursday. It was considered desirable to wait until after that meeting, as, if the resolution was passed, the petitioner would be satisfied with a supervising order instead of a compulsory order. The hearing was adjourned until Friday.

## A MOTHER'S ADVENTURES IN SEARCH OF HER CHILD.

CHAINED AND IMPRISONED IN A COWSHED.

A KIDNAPPING CASE.

How a mother's love overcame all difficulties in connection with the recovery of her child was related at the Magistrate's court, yesterday, when a Chinese was charged with kidnapping a boy.

Sergeant Murphy stated the story related by the mother to the Police was to the effect that she was a married woman and had lived in the country with her husband and three children. In March, 1918, she left her husband and came to Hongkong, as the husband was an inveterate opium-smoker and gambler who had sold two of her children in order to obtain money to satisfy his vices. The woman thought that if she remained in the country with her husband she would lose her remaining child. On the way to Hongkong she made the acquaintance of another woman, and informed her that she was coming to the Colony in search of employment. This woman promised to find her work which would enable her to keep herself and her child, and asked her to go to Reclamation Street, Yaumati. To this the mother agreed. She lived there for two days, and then announced that she intended going out herself in search of employment. It was at this stage that defendant was introduced to the mother by the woman. Defendant persuaded her to live with him in a house in Shanghai Street, where he rented two cubicles. After a couple of days defendant introduced an old man as his father to the mother, and this man persuaded her to accompany him to the village of Taiping, where he promised to find employment for her in a mulberry garden at 40 cents a day. She was taken aboard a junk, and the old man informed her that she was going to be introduced to his family as his daughter-in-law and the boy as his grandson. The distracted woman agreed to everything, and when Taiping was reached she was taken to the old man's house where she resided for four months. After some time, finding that there was no opportunity to procure employment in Taiping, she wanted to leave the village and asked the old man for her child. The old man refused to allow the child to accompany her, stating that his son had asked him to look after the boy. He advised the woman to go back to Hongkong and see his son, giving her \$1 for the journey. The mother came to Hongkong and told defendant what had taken place, and he accompanied her back to the village on the pretext of assisting her to regain the child. On arrival at Taiping, the mother alleged, defendant and his brother took her to a cowshed, some distance away from the village, and, chaining her to one of the beams, locked the door and went away. The woman tried to release herself and managed to break one of the links in the chain. She then ascended a ladder, which was in the outhouse and, reaching the roof, made her exit by removing some of the tiles. She was afraid, however, to escape, as there was plenty of light, and therefore waited till darkness set in, when she jumped from the roof and ran away. She added that she was imprisoned for over eighteen hours and was given a meal of rice and some salt water. When she released herself and escaped she was without a cent, but this did not deter her from carrying out her intention of informing the Police. She walked all night, and in the morning begged her way. Eventually she reached Chuen Ping railway station, after journeying for nine days. She was then utterly exhausted, and a sympathetic woman, to whom she related her tale of woe, gave her eighty cents to procure a ticket to Hongkong. On the way she subsisted on sweet yams. She arrived at Hongkong about three months ago, but was unable to discover defendant. Undaunted, she obtained employment and continued to wait for the man who had robbed her of her child. On Friday last she met defendant and dragged him to her house, where she asked him for her child. The defendant asked her to release him, and to give him \$5 promising to go back to the country and bring the child. The woman, however, was not to be deceived again. She called in two men and gave them thirty cents each to keep guard over the defendant while she went to the Police-station. The Police returned with her to the house and took the man into custody.

Defendant's statement to the Police was that he had married the woman, paying her \$20, and he promised to return the child to the woman if she paid him the money. The case was remanded for a week.

## GRIM STRUGGLE AT DEAD OF NIGHT.

POLICE CAPTURE SEVEN ALLEGED PIRATES.

The Yaumati and Shamsui Police effected a very smart capture, on Monday night, of seven men who are believed to have been involved in the recent piracy and murder at Lamna and Lema Islands.

Acting on information, Sergeants Murphy and Lannigan, with a posse of Chinese and Indian constables, set out for Chin Chuan Wan, where, it was stated, some pirates were hiding. The party reached the place and then separated. Sergeant Lannigan, at the head of a batch of constables, surrounded a water-logged sand-boat, which was lying on the shore, while Sergeant Murphy and his men clambered on to the deck of the boat. Seven men were peacefully slumbering on deck at the time, and the Police seized them. A grim struggle ensued, but fortunately, although loaded revolvers were lying on deck, it was too dark for the men to find them. After about half-an-hour four of the men were brought under control, and were handcuffed. Two Indian constables and some Chinese were holding on to two more, who, however, managed to free themselves and escape from the stern of the boat. They were arrested by the party waiting outside. Another man jumped into the sea in an endeavour to make his escape, but a constable swam after him and arrested him. An examination of the boat revealed four loaded revolvers, a quantity of ammunition, some gags, and bamboo torches. The men were all handcuffed and removed to the Police Station. An identification parade will be held to-day.

AMMUNITION SMUGGLERS.  
CHINESE RETURNING FROM AMERICA.

A Chinese was charged at the Magistrate's court, yesterday, with being in unlawful possession of 100 rounds of ammunition.

Defendant was arrested on the Tien Shing, and, on his luggage being searched, the ammunition was found in a specially constructed department of one of his boxes. Defendant stated that he had just returned from America and had brought the ammunition as a present to a friend. Mr. Lindsell imposed a fine of \$50.

## A BIG HAUL.

A Chinese was arrested on the Leung Wing wharf for being in unlawful possession of two revolvers, 600 rounds of ammunition, and 45 boxes of percussion caps.

When charged with the offence at the Magistrate's court, yesterday, defendant stated that a friend in America asked him to take the contraband articles to the country. Mr. Lindsell fined defendant \$300.

## THE CHEUNG CHAU MURDER.

DETAILS OF THE CRIME.

The following report of the murder which took place at Cheung Chau, on Sunday morning, has been made to the Police:—Wong Yuk, a widow, living in San Hing Street, reports that at 2.15 a.m., while lying in a bed in the front part of the house, she heard her daughter call out: "What is the matter?" A man then came from her daughter's room and cut complainant on the neck with a sharp knife. She called out "Save life," and another man, who was in her daughter's room, rushed out and ran away with the man who had cut her. She then went to her daughter's room and discovered her dead, surrounded by a pool of blood.

From inquiries made it was ascertained that the two men tried to persuade the murdered woman to become a prostitute, and when she refused they stabbed her to death. A man arrested in connection with the crime was charged at the Magistrate's court, yesterday. The case was remanded for a week.

## AN OVERCROWDED THEATRE.

At the Magistrate's court, yesterday, the manager of the Ho Shing Theatre was charged with obstructing the gangway and with not having proper exits.

It was stated that over 400 persons watched the performance in excess of the regulation number. The exit doors were barred, and if a fire had occurred the consequences might have been serious, as people would have found it difficult to escape.

Mr. Lindsell remarked that the overcrowding of theatres was a very dangerous thing. He fined the manager \$100 on the first charge and \$100 on the second.

## LANE, CRAWFORD &amp; CO.

CANN &amp; TAYLOR'S CLUBS

ROBERT FORGAN'S CLUBS

SOLE AGENTS FOR SPALDING'S ATHLETIC GOODS.  
SPALDING'S "GOLD MEDAL" GOLF CLUBS.  
LADIES' MODELS AND GENTS' MODELS.  
INCLUDING

DRIVERS.

BAFFIES.

BRASSIES.

JIGGERS.

LOFTERS.

CLEEKS.

MASHIES.

MID IRONS.

DRIVING IRONS.

PUTTERS.

NIBLICS.

MASHIE NIBLICS.



No. EWB.

CADDY BAGS

BURKE AND SPALDING HI KORY SHAFTS

GOLF PAINT

ACCESSORIES OF EVERY DESCRIPTION.

LANE, CRAWFORD &amp; CO.



## UNIVERSAL IMPORT &amp; EXPORT CO.

GENERAL COMMISSION AGENTS

(Hotel Mansions, Top Floor).

P.O. BOX 314.

"VIOTYP" TYPEWRITERS.

Put it in your pocket before you start and you will then be able to type a note. The only typewriter which enables you to do this is the VIOTYP MINIATURE MACHINE which is no larger than the head, weighs 1 lb. and stands 1 inch in height. A marvel of ingenious mechanism.

Owing to the high rate of Exchange we have now reduced our prices to \$15 & \$20.  
Distributed by UNIVERSAL IMPORT & EXPORT CO.

## COLUMBIA RECORDS

YOU should have in your collection.

A6094 { Madame Butterfly	Select 1: Metropolitan Orchestra.
" " " "	" " " "
A6045 { Valse Brillante	Piano Solo.
" " " "	Hofmann.
A5186 { Caprice Basque	Violin Solo.
" " " "	" " " "
A5940 { Star Spangled Banner.	Louis Graveure.
" " " "	" " " "

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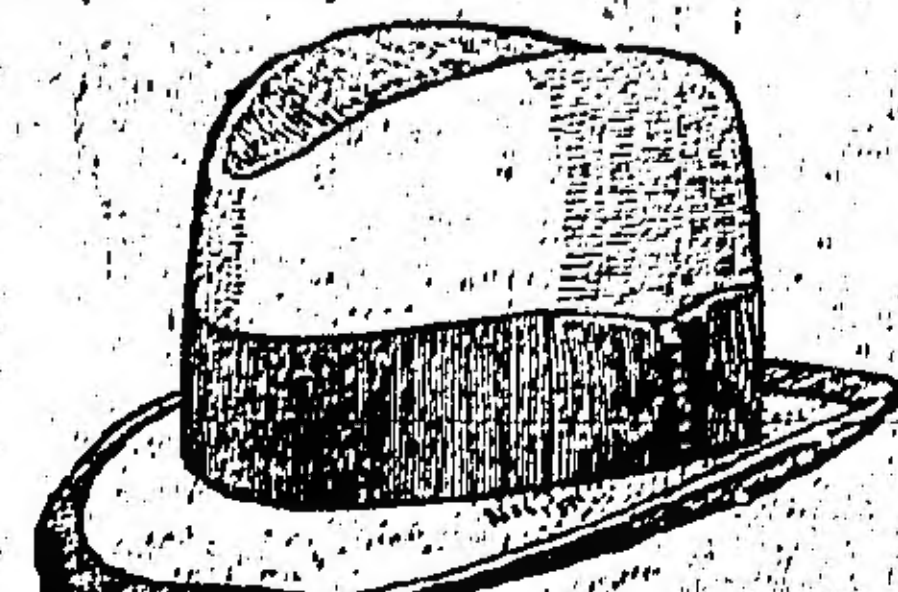
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SOFT FELT AND THE POPULAR VELOURS.

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NEWEST MATERIALS.





## NEW ADVERTISEMENTS

## THE HONGKONG CORINTHIAN YACHT CLUB.

Season 1919-1920. Racing Fixtures.  
CRUISER CHAMPIONSHIP First Race  
NOVEMBER 9th, Start 10 A.M.  
Gael & Hayward Hags. 1st Race  
NOVEMBER 12th, Start 2.30 P.M.  
FULL PARTICULARS ON CLUB  
NOTICE BOARD.

MRS. L. M. HUDSON,  
SKIN AND HAIR SPECIALIST.

SUPERFLUOUS hair painlessly and  
permanently removed.  
Best development and best reduction.  
Chiropractic & speciality. Late of Roshard  
College, Melbourne, Australia.  
CAMPBELL, MOORE & CO.,  
Chater Road.

## LADIES!

MR. G. MATSUMURA (Just returned  
from Paris) is showing at our Art  
Gallery to the 15th November, the latest  
Paris ELITE STYLE DRESSES which are  
being offered at INTRODUCTORY  
PRICES.

Do not miss this opportunity.  
KIMOR & KOMOR,  
Alexandra Buildings.

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.  
S.S. "BENLEUCH"

FROM ANTWERP, MIDDLESBRO',  
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at our Art  
Gallery to the 15th November, the latest  
Paris ELITE STYLE DRESSES which are  
being offered at INTRODUCTORY  
PRICES.

No claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after Nov. 11th, will be  
subject to rent.

All Claims against the Steamer must be  
presented to the Underwriter on or before  
Nov. 15th, or they will not be recognized.  
All broken, stained and damaged Goods are  
to be left in the Godowns, where they will be  
examined on Nov. 11th, at 10 A.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, November 4th, 1919. [1485]

## TRY JAPANESE CHOW.

Sekiyaki Torinabe Chiri Yosenabe  
Tenfura Kakimochi  
Just the season and best cooking  
HOTEL CHITOSE  
1st Class Hotel  
No. 6, H. Fung Lane.  
1297

## PUBLIC AUCTION

By ORDER OF THE MORTGAGEES

MR. G. O. P. LAMBERT has received  
instructions to sell by Public Auction,  
On FRIDAY,  
the 11th day of November, 1919, at 3 o'clock in  
the afternoon at his Sale Room in Dundell  
Street, Victoria Hongkong.  
The Steamship "ASIA"

1081 tons now lying in Kowloon Bay in the  
Harbour of Hongkong together with all the  
furniture, Store equipment and appurten-  
ances now on board.

## IN ONE LOT

This ship is a Chinese ship registered in  
Canton and is constructed of steel. She has  
the following dimensions: Length 243  
feet, Breadth 33 feet 6 inches, and Depth 18  
feet, 9 inches, and her speed is about 10 knots.  
For further particulars and conditions of  
Sale and for orders for inspections of the  
vessel please apply to—

Messrs. KUNG YUEN,  
223, Wing Lok Street,  
or

Messrs. DEACON, LOCKER, DEACON  
& HARBSTON,  
1, Des Vaux Road Central,  
Vendors Solicitors

to Mr. GEO. P. LAMBERT,  
The Auctioneer. [1483]

## A. G. DA ROCHA.

IS THE AUCTIONEER.

## A. G. DA ROCHA,

AUCTIONEER, ESTATEYOR AND  
GENERAL BROKER.

Queen's Road Central, Telephone No. 231.

FAVOURED with instructions from  
The Concerned,  
will sell by Public Auction, on  
THURSDAY, November 6th, 1919,  
at 11 A.M.,  
at 11 Sales Room.

HOUSEHOLD FURNITURE AND  
EFFECTS:

Wardrobes, Dressing Cases, Chests of  
Drawers, Dressing Tables, Bookcases, Arm-  
chairs, Carrels, Clocks, and Glassware,  
Brass Ornaments, Vases, Pictures, Iron Boxes,  
Bedsteads, Clocks, Trunk, Trunk, Trunk,  
East woods and a large lot of Sundries.  
Terms—Cash on Delivery  
Hongkong, October 31st, 1919

## INTIMATIONS

## NOTICE.

WE HAVE this day handed over the  
Agency of THE EASTERN  
& AUSTRALIAN STEAMSHIP CO., LTD.,  
to Messrs. MACKENZIE, MACDONALD  
& CO.  
GIBB, LIVINGSTON & CO.  
Hongkong, November 4th, 1919. [1478]

## NOTICE OF REMOVAL.

OUR Office has this day been REMOVED  
ED from No. 4, Des Vaux Road  
CENTRAL to VICTORIA BUILDINGS, 5,  
QUEEN'S ROAD CENTRAL.  
VERNON & SMYTH,  
Share and General Brokers.  
Hongkong, 1st November, 1919. [1479]

## NOTICE OF REMOVAL.

THE Office of R. NEGRE, have this day  
been REMOVED to—  
No. 17A, top floor, QUEEN'S ROAD  
CENTRAL.  
Hongkong, October 31st, 1919. [1489]

## LOST.

A Dark Brindle Bull PUP Bitch. Finder  
will be rewarded.  
Reply to— Box No. 1474.  
Care of "Daily Press" Office.  
[1474]

## WANTED.

BABY Grand or Good Upright Piano.  
Reply, stating price etc., to—  
"DRESSER,"  
Care of "Daily Press" Office.  
[1476]

## WANTED.

REQUIRED immediately an experienced  
STEN GRAPHER and TYPIST  
(Male or Female) for Professional Firm.  
Apply—  
"CELESTOR,"  
Care of "Daily Press" Office.  
[1483]

## WANTED.

EUROPEAN CLERK with experience  
in Imports and Exports. Good  
opportunities. Write stating qualifications  
and salary required, to—  
"DRESSER,"  
Care of "Daily Press" Office.  
[1448]

## WANTED.

SECOND ENGINEER for British Steamer  
"SHIMAZU."  
Apply—  
GERMINAL CIGAR STORE,  
18, Nathan Road, Kowloon.  
[1411]

## FOR SALE.

"MOUNT GOUGH" No. 131, THE  
PRINCE'S 8-Roomed House with  
Large Garden.  
Apply—  
LOXLEY & CO.,  
York Buildings.  
1255

## TO LET.

A VACANT PLOT of Land at  
Yau-ma-tei.  
Apply to—  
THE HONGKONG LAND RECLAMA-  
TION CO., LTD. [1417]

## TO LET.

A VACANT PLOT of Land, Pray  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD. [1395]

## TO LET.

A HOUSE in Kowloon Terra  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LTD. [1438]

## TO LET.

A SHOP in Nathan Road, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE  
CO., LTD.,  
Alexandra Buildings  
81

## WE HAVE

Great Varieties of used and unused  
POSTAGE STAMPS.

## Single, Sets, Packets, Bags,

## and

## on Approval Books

## FOR COLLECTORS.

GRACA & CO.,  
Dealers in  
Postage Stamps, Post Cards, Seeds, Toys,  
etc., etc.

No. 10, WYNDHAM STREET,  
HONGKONG.

P.O. Box 250.

## INTIMATIONS

## ROYAL HONGKONG YACHT CLUB.

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY GENERAL  
MEETING of Members will be held at the  
Club House, North Point, TO-DAY (WED-  
NESDAY), NOVEMBER 5th, 1919, at  
8.45 A.M., for the purpose of confirming the  
Resolutions passed at an Extraordinary  
General Meeting held on October 10th, 1919.  
A Launch for the convenience of Members  
will leave Queen's Statue Wharf at  
8.15 P.M.  
By Order,  
R. E. MACDOUGALL,  
Hon. Secretary.

Hongkong, October 31st, 1919. [148]

## A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY GENERAL  
MEETING of A. S. WATSON & CO.,  
LIMITED, will be held at the Hongkong  
Hotel on the 5th day of NOVEMBER, 1919,  
at Noon, when the subject of the  
Resolutions passed at the Extraordinary  
General Meeting of the Company held on  
the 29th day of October, 1919, will be sub-  
mitted for confirmation as a Special  
Resolution.

"That the new Articles already ap-  
proved by this Meeting, and for the  
purpose of identification subscribed by  
the Chairman thereof, be and the same  
are hereby adopted as the Articles of  
the Company to the exclusion of and  
in substitution for all the existing  
Articles thereof."  
Dated this 1st day of October, 1919.  
JOHN D. HUMPHREYS & SON,  
General Managers. [1490]

UNION INSURANCE SOCIETY OF  
CANTON LIMITED.

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY GENERAL  
MEETING of the Society will be held at  
the Registered Office of the Society, Nos.  
3 and 4, Queen's Building, Victoria in  
the Colony of Hongkong on FRIDAY,  
the 7th day of November, 1919, at  
12 o'clock Noon, when the subject of  
Resolutions will be proposed—

1. That the fusion of the interests of  
the Union Insurance Society of Can-  
ton, Limited (in this and the follow-  
ing Resolutions referred to as "the  
Society") and the North China  
Insurance Company Limited (in this  
and the following Resolutions referred  
to as "the Company") be  
approved of and agreed to on the  
basis following:—

(a) That shares of the Society of the  
nominal value of £10—each whereof  
£4—per share shall be credited as  
paid up and be allotted to the share-  
holders of the Company in exchange for  
the shares of the Company in the  
ratio of one and a half shares  
of the Society for each one share  
of the Company.

(b) That the Society in addition make  
payment to the shareholders in the  
Company of the sum of £5. (Five  
pounds) Sterling in cash for each  
one share in the Company held by  
such shareholders exchanging their  
shares in manner and upon the basis  
mentioned in clause (a) above.

2. That for the purpose of carrying into  
effect Resolution No. 1 (a) above, the  
Society do issue 15,000 shares of the  
nominal value of £10 each (whereof  
the sum of £4 per share is credited as  
paid up) out of its unissued capital  
of 104,000 shares.

3. That the 15,000 shares referred to in  
Resolution No. 2 above and when  
issued to rank for dividend and in  
all respects pari passu with the exist-  
ing Ordinary shares of the Society  
and that the balance (if any) of such  
15,000 shares be dealt with in such  
manner as the Board of Directors of  
the Society shall think most beneficial  
to the Society.

Dated this Twenty Fifth day of  
October, 1919.

C. H. P. HAY,  
Deputy General Manager. [1438]

## G. R.

## NOTICE

ALL Persons with the exception of  
persons of Chinese race, who wish to  
leave the Colony must have their posses-  
sion of a VALID PASS-PORT. Passengers not in  
possession of a passport will not be allowed  
to leave the Colony.

All persons, with certain exceptions,  
who remain in the Colony for more than  
7 days are required to Register them-  
selves under the REGISTRATION OF  
PERSONS ORDINANCE, 1914.  
Forms of Registration, giving the particu-  
lars required, may be obtained at  
the G.P.O. and at all Police Stations.  
The Penalty for non-compliance is a  
fine not exceeding \$50.

E. D. C. WOLFE,  
Captain Superintendent of Police.  
Hongkong, September 2nd, 1919. 40

## PALACE HOTEL, KOWLOON.

Corner of Haiphong & Bankow Roads.  
Tel. 211. Address: Palace.

TWO Minutes from Ferry and Railway  
station. This Hotel has just been  
completely renovated and refurbished; is  
now up-to-date in every respect, and under  
English Management.

Outside under personal supervision of the  
Proprietor.

BAR AND BILLIARD ROOMS,  
TERMS MODERATE.  
Special Arrangement for Families on  
Application to—  
J. H. OXBERRY,  
Proprietor.

## INTIMATION



## A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED 1871.

## CONFECTIONERY:

we have received fresh stocks of

## CADBURY'S

## CHOCOLATES

and

## BUCHANAN'S

## CHOCOLATES:

King George—Bournville Nut—

Queen's—Selected—Princess—

Bouquet—Exquisite—Opera and

other varieties.

## A. S. WATSON &amp; CO.,

LIMITED.

THE HONGKONG DISPENSARY.

## DEATHS.

HADEN.—At Lyons, on September 15th,  
after long suffering, ADA ELIZABETH  
FANNY, wife of Charles Sydney Haden,  
formerly Hongkong, late of the  
Hongkong and Shanghai Banking  
Corporation, Lyons, in her 68th year.

WHITALL.—At Cobham, on September  
19th, ELIZABETH, widow of late James  
Whitall, formerly of Hongkong and  
Ceylon.

HONGKONG OFFICE: 10A, DES VAUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, NOVEMBER 5th, 1919.

A HOUSE DIVIDED AGAINST  
ITSELF

DISUNION has made itself very evi-  
dent lately amongst the Southern party  
in China. There have been differences  
between the civil and military authori-  
ties, jealousy between the various com-  
manders, friction between the forces, and  
distrust of some of the leaders. Now it  
is reported that Dr. Sun Yat-sen has  
decided to go to Fukien in order to co-  
operate with Commander CHAN KWING-  
MING and others against the Military  
Government of the South-West Provinces,  
which, it is feared, is about to surrender  
to the Peking Government. Dr. Sun; it  
is said, will personally lead a strong  
army from Fukien to Canton for the  
purpose of driving out the unfaithful  
and upholding the Constitutional cause.

He will have the support of the com-  
mander of the 1st squadron and of  
many military leaders, who are incensed  
with the Government and the military  
autocrats in Kwangtung. It is impos-  
sible to doubt Dr. Sun's sincerity, though  
more than once we have questioned his  
wisdom. If he really meditates taking  
the course suggested he will either drive  
his opponents to make common cause with  
the North, or else so weaken the resistance  
of the South-West that its subjugation by  
Peking will be facilitated. It is now  
nearly eighteen months since Dr. Sun,  
who opened the "Extraordinary" Par-  
liament at Canton and organized the  
Military Government, resigned from the  
Constitutional movement. In his fare-  
well message he took credit for having led

Kwangtung, Kwangai, Kweichow, Yun-  
nan, Hunan and Szechwan to concern  
themselves in the maintenance of the  
Provisional Constitution, thus convert-  
ing the struggle, started by the  
Tuchun of Yunnan and Kweichow in  
defence of their local interests, into a  
national one. While, however, he re-  
garded this as an unusual success he re-  
garded the fact that the military men  
in the South had committed errors similar  
to those of which the military in the  
North had been guilty by refusing to be  
governed by the law and by public  
opinion. In these circumstances, although  
the Military Government had been estab-  
lished several months, the Ministers ap-  
pointed had refused to accept their  
respective posts, and the military had not  
shown any respect for the "Extraordi-  
nary" Parliament. To his plea for unity  
they had turned deaf ears, hinting that  
he was seeking personal aggrandizement.  
From such a suspicion, it must be ad-  
mitted, his resignation of the Presidency  
in favour of YUAN SHIH-KAI after the  
Revolution had overthrown the Manchu  
dynasty should have been sufficient to  
protect him. But while giving him credit  
for the best of motives it is to be feared  
that he is an impractical visionary.  
Even his most ardent admirer would find  
it difficult to point to any benefits which  
China has derived from his participation  
in politics. He does not seem to realise  
that it is easier to change the Constitu-  
tion of a country than the character of  
its people, and that a Government may  
be democratic in form but not in fact.

The engagement is announced between  
Kenneth G. Yarrow, younger son of F.  
J. Yarrow, of Monastria, Ballater, and  
Vera Leslie Milles, elder daughter of the  
late Dr. W. J. Milles, Shanghai, and  
Mrs. Milles, of 8, Nevill Road, South  
 Kensington.

It is likely that Sir William Ross  
Davies, the Chief Justice, will be taking  
home leave next May. Mr. Justice Gom-  
pertz will act as Chief Justice, and Mr.  
J. R. Wood, who is returning about  
March after being called to the Bar, will  
act as Puisne Justice.

H.E. the Governor, on Monday even-  
ing, formally opened the new buildings  
intended to house the University Union.  
The buildings, which have an imposing  
frontage on Bonham Road, contain  
accommodation for a tea-room, a billiard-  
room, a library, recreation-rooms and a  
barber's shop.

Brigadier-General C. D. Bruce, C.B.E.,  
has returned to London from the Special  
Mission on behalf of British Missing in  
Belgium and Northern France, as he is  
leaving shortly for China to take up his  
appointment as Police Adviser to the  
Kiangsu Administration under the Chi-  
nese Government.

The death took place in Melbourne, in  
the latter half of September, of Rear-  
Admiral Frederick Tickell, Director of  
Naval Reserves, Australian Navy. Rear-  
Admiral Tickell, who was 62 years of  
age, was in command of the Victoria  
Naval Contingent in the operations in  
China in 1900, and, in July, 1901, received  
the C.M.G. for his services.

Three cases (three deaths) of gastro-  
enteritis, one case (one death) of cere-  
bro-spinal fever, one case (one death) of  
diphtheria, and one case (one death) of  
cholera were reported in the Colony dur-  
ing the week which ended on Saturday. One  
case (one death) of gastro-enteritis, and  
one case (one death) of cerebro-spinal  
fever were notified on Sunday and Mon-  
day.

A new building which is being erected  
opposite the Central Police Station as an  
extension of the Police quarters will be  
out of the builder's hands early next  
month. It is a substantial three-storied  
concrete structure, and contains new  
Police offices, a recreation-room, a gym-  
nasium, etc., and living accommodation  
for a few Chinese and Indian constables.

Mr. H. A. Gwynne, editor of the  
Morning Post, and formerly Reuters' agent  
at Peking, was entertained by friends  
and colleagues at luncheon at the  
Connaught Rooms on September 18th.  
Lord Amulphill presided, and said: "Few  
men in the profession equalled Mr.  
Gwynne in knowledge of foreign affairs,  
and a wide vision with an independent  
judgment qualified him to guide his  
fellow-citizens toward a consistent na-  
tional policy."

Surg.-Capt. G. A. Dreaper, R.N., re-  
cently of Hongkong, who has been pro-  
moted to surgeon-rear-admiral, was ap-  
pointed surgeon on August 31st, 1904,  
and has held his present rank since May  
15th, 1913. While fleet-surgeon of the  
HMS "Hornet" he was in command of the medical  
staff and landed for the capture of the  
Mullah's stronghold at Illig in 1904, when  
he was mentioned in despatches and  
received the General East Africa Medal  
and Clasp. He also has the South Africa  
Medal and General African Medal with  
Jubaland clasp.

The light cruiser Zentaun, which  
was under orders to proceed to the  
China Station as a parent submarine  
ship, has been placed on the disposal list.  
The Bonaventure served several commis-  
sions on the East India and China  
Stations. She was also employed on the  
old North Pacific Station for a commis-  
sion. It will be remembered she acted as  
convoy to the P. & O. steamer from  
Shanghai to Hongkong on the occasion  
when Kang Yu-wei, the Chinese reformer,  
was a passenger.

A strenuous struggle between N. Mishu,  
of Romania, and S. C. Wu, of China, was  
the outstanding feature of the second  
day's play in the Hurlingham Open Lawn  
Tennis Tournament on September 16th.  
Wu, a player with every evidence of good  
coaching, placed the ball with great ac-  
curacy, and, getting nearly every thing  
back, won the first set at 13-11. Mishu  
then improved and won the second set at  
6-3. Wu led at 5-4 in the final set, but  
Mishu made a great effort, and won the  
next three games, the set, and the match.

Mr. Hughes, in the Australian House  
of Representatives, speaking on the Peace  
Treaty Bill, said, referring to Japan and  
the "White Australia" policy, "Our  
destinies, ideals, impulses, and history  
are different. I hope Japan will remain  
on terms of most perfect friendship with  
us, but we claim the right to say who  
shall come in and who shall not come.  
This is our house. Our soldiers sacrificed  
their blood to keep it for us, and placed  
the keys of this house in our hands. This  
war was fought for liberty. We had this  
right before the war, and we claim the  
right now."

Colonel James has been conducting in-  
vestigations into malaria in England,  
and concludes that the mosquito is first  
of all seek a safe, dark place to nest in  
and mature their eggs. They remain  
there and bite there. If the house is clean  
and bright it remains safe. If it is dirty  
and dark, it becomes a "malaria"  
house. The danger localities are thus  
those which afford good resting and feed-  
ing places for the mosquito. If a "car-  
rier" be present here danger will threaten  
all the inmates. Yet next door, if the  
house is a good one, all may escape in-  
fection. Colonel James observed that  
malaria broke out not where human  
"carriers" were known to be most fre-  
quent, nor yet where the mosquito mace-  
donia was most prevalent, but in certain  
areas and certain houses even in dis-  
tricts where there were but few "carriers"  
and few anophelines.



# FINANCIAL DEBATE IN THE COMMONS:

"THERE IS NO REASON FOR PANIC":

NEW TAXATION NOT PROBABLE:

DRASTIC REDUCTIONS IN THE ARMY AND NAVY:

BRITAIN LEADING THE WAY IN DISARMAMENT:

INCREASED PRODUCTION THE TRUEST ECONOMY.

## EARLIER CABLES

[THROUGH REUTER'S AGENCY.]

## BRITAIN'S FINANCES.

IMPORTANT DEBATE IN THE COMMONS

LONDON, October 28th.

Great public interest was evinced in the debate begun in the House of Commons, this afternoon, on the question of national expenditure.

## THE GOVERNMENT MOTION.

Mr. Austen Chamberlain opened the debate by proposing the Government motion:—"That the House, realising the serious effects upon trade and industry of the enormous financial burdens resulting from the war, promises hearty support to the Government in all reasonable proposals, however drastic, for the reduction of expenditure and the diminution of debt."

## NO REASON FOR PANIC.

Mr. Chamberlain said that, while the position disclosed in the recent White Paper was grave, there was no reason for panic. (Cheers.)

Hysteria was not strength. Moreover, the situation to-day was better than he had anticipated in August. Tax revenues were coming in extraordinarily well, while the Customs and Excise were now estimated to yield £38,500,000 above the Budget estimate. The tea and tobacco Budget estimates would also be exceeded, respectively, by £4,000,000 and £14,000,000.

## NO REASON FOR NEW TAXATION.

This was important, as it was eloquent of the spending power of the people, which was a great factor alike in social stability and revenue production. Indeed, no longer was the thought of new taxation required to balance the incomes and outgoings.

## CRITICISMS OF EXTRAVAGANCE.

Dealing with the various criticisms of extravagance, he pointed out that the war expenditure continued right up to the signature of the German Treaty owing to the uncertainty as to whether Germany would sign. He declared that no single feature in the world situation at present placed a heavier strain on Britain in men and money than the fact that peace with Turkey had not yet been signed, pending America's decision whether she would share the "White Man's burden."

## ITALY'S AND FRANCE'S DEBTS.

Dealing with the increase of expenditure over the Budget estimate, Mr. Chamberlain mentioned that Italy and France were owing us much more than anticipated.

## ADMINISTRATIVE EXPENDITURE DENOUNCED.

Replying to denunciations of administrative expenditure, he declared that if the whole organisations created by the war were swept away, and the staffs of all the Departments returned to their pre-war salaries, only £22,000,000 would be saved.

## UNEMPLOYMENT DONATION TO CEASE.

The House cheered the announcement that the unemployment donation would cease on November 21st.

## CANNOT TERMINATE BREAD SUBSIDY.

As regards the bread subsidy, the Government thought it impossible to terminate it immediately.

## MR. WINSTON CHURCHILL'S SPEECH.

Mr. Churchill stated that, owing to the reduced Armies of Occupation, Germany's indebtedness had been reduced to £48,000,000. The amount would not be received this year, although Germany had paid about £1,000,000 in currency for the use of the troops in Cologne.

## AUSTRALIA'S FINANCIAL DIFFICULTIES.

The Dominions owed the War Office £20,000,000 in connection with the maintenance of troops in the field during the war. He now anticipated that owing to financial difficulties in Australia, he would receive only £15,000,000 out of the £20,000,000 which he had budgeted, but the other £5,000,000 was a good debt on which the Dominion would be paying interest.

## THE WAR OFFICE DEFICIT.

Mr. Churchill pointed out that £67,000,000 out of the £119,000,000, which had not been budgeted as the War Office deficit, constituted deferred payment. The remaining £52,000,000 were accounted for by the increased pay of the Army, the railway strike, the rupee exchange, and small, unanticipated delays in demobilisation.

## THE PROGRESS OF DEMOBILISATION.

At present there were 80,000 troops on the Rhine, but by November 10th, there would be 45,000, which would immediately afterwards be reduced by 12,000. Fourteen thousand troops were necessary for garrisoning Cologne and 18,000 for plebiscitary division under the Treaty. These would remain for 6 or 7 months. We were guarding 198,000 Germans in France. We were dispersing, as fast as possible, 100,000 Chinese native labourers.

## THE RUSSIAN SITUATION.

Concluding, Mr. Churchill optimistically reviewed the situation in Russia. General Denikin had now gained enormous territory, including the richest part of Russia, with a population of 40,000,000. General Denikin had taken 270,000 prisoners since May. His army was composed of between 300,000 and 400,000 well-organised men. Trade was beginning, and railways were starting, with every hope that this territory would escape the privations of the rest of Russia.

## THE CAMPAIGN AGAINST BOLSHEVISM.

In March, when serious fighting began, there were 430,000 Bolshevik troops and 330,000 anti-Bolsheviks. By September there were 460,000 Bolsheviks and 640,000 anti-Bolsheviks. (Cheers.) General Denikin had been advised that we expected his forces to become self-supporting by the end of the present financial year.

## BRITAIN'S GIFT TO DENIKIN.

Meanwhile, the Cabinet had approved a final contribution to General Denikin of surplus stores valued at £15,000,000, which would be despatched gradually during the winter. Hence we were approaching the end of our own entanglement in Russia in a way which was securing the same objects as those of the anti-Bolsheviks.

## BRITAIN PRACTICES WHAT SHE PREACHES.

He hoped that he would not be accused of militarism. He pointed out that Britain alone, among the nations of the world, had taken steps which would shortly abolish conscription. She was the only country in Europe which practised what she preached, and translated the sentiments of the League into a great and swift policy of disarmament. (Cheers.)

## THE PREMIER'S STRIKING REPLY

Mr. Lloyd George, replying to the debate, expressed the opinion that the Chancellor had knocked the bottom out of the case for the critics. He emphasised their disagreements as regards where to retrench.

## THE GREATEST EXPENDITURE.

He said that the greatest expenditure was in the Army and Navy. He pointed out that the Navy at present was only the pre-war Navy. It would be less at the end of the financial year.

## REDUCTIONS IN PERSONNEL.

Continuing, he gave details as regards the reduction in the personnel of the Army, the Navy and the Air Service by February. The forecast for March 31st was for 625,000 men. Actually there would be only 300,000. He asked, was this nothing? Next year there would be a substantial surplus for the reduction of debt.

## LIQUIDATION OF DEBT IN 50 YEARS.

The provision for the liquidation of our debt in 50 years was one of the most magnificent propositions concerning international liability ever advanced. It would remain throughout the world. It was a testimony to British courage and foresight.

## COSTLIEST WAR IN WORLD'S HISTORY.

Mr. Lloyd George said that his critics saw only the enormous expenditure, therefore the elementary facts of the situation must be re-emphasised. There had been the costliest war in the world's history, entailing an enormous debt of £23,000,000,000, for which interest must be paid. A sinking fund had been provided.

## PENSIONS FOR EX-SOLDIERS.

Because the Government was faced with this annual charge of £400,000,000 they were charged with extravagance. Furthermore, responding to pressure from members, Mr. Lloyd George said that the Government established pensions amounting to £130,000,000 annually and not a single penny of this £230,000,000 had been challenged.

## BRITISH ARMY ALL OVER THE WORLD.

There had been exceptional charges during the current year owing to abnormal difficulties. The Army had been more scattered throughout the world than any other army.

## UNABLE TO POLICE THE WORLD.

Replying to a query, he said that they had evacuated Armenia to economise. They were unable to police the world, and honestly thought that the other Powers ought to share the responsibility. (Cheers.)

## FOR NOT DEMOBILISING QUICKER.

Then the Government was criticised for not demobilising quicker, on the grounds that the Government knew that Germany would sign. On the contrary, the Conference did not know till the last minute that Germany would sign, and then she only signed because she knew that Britain had maintained a number of reserve divisions in France, ready for this eventuality, which Marshal Foch was prepared to march to Berlin.

## DEFEAT INSTEAD OF DEFICIT.

Without this undemobilised force, we should have substituted defeat for deficit. (Cheers.) and have thrown away all the most terrible sacrifices of our brave men to make our accounts balance in 1919.

## BRITAIN NEED NOT FEAR COMPARISON.

Any Government doing this would have deserved impeachment, and would have undoubtedly had it. Owing to the way we had of dealing with our financial difficulties, Britain need not fear comparison with any country throughout the world.

## THE MOST MAGNIFICENT FACT.

Conscription in Germany had gone, her Navy was at the bottom of the sea. This was the most magnificent fact that gave grounds for confidence in the financial stability of the future. Patriotism and pessimism need not be identical. Britain could weather this storm as she had weathered every other. Nevertheless, he hoped that the economists would not deny money, on objects essential for national life like education, for the war had fully demonstrated the value of technical education.

## INCREASED PRODUCTION THE TRUEST ECONOMY.

Concluding, Mr. Lloyd George urged that the truest economy was increased production. The depreciation of the sovereign was at present a very heavy tax. The only remedy was production, which could be got only by co-operation of a contented people. It was the greatest folly to urge the cessation of expenditure upon the health, comforts and training of the people who had been prepared to sacrifice their lives on the battlefields for the country they loved. (Cheers.)

## SCENES IN THE HOUSE.

The House cheered for several minutes at the conclusion of the Premier's speech. When Commander Kenworthy and Mr. Holmes rose to continue the debate they were greeted with cries of "Divide." The House emptied when Mr. Holmes and a few other Radicals spoke very briefly, chiefly urging a capital levy.

## MR. BONAR LAW'S SPEECH.

Mr. Bonar Law, winding up the debate, referred to the amount due from Germany for the upkeep of the Army of Occupation. He said that this first instalment of Germany's debt would undoubtedly be obtained. As regards our £28,000,000,000 debt, certain items should be set off against it. The Allies owed us over £17,000,000,000. We owed America \$949,000,000. The latter debt was set off by the debts of the Allies to us. Then the Dominions owed us £900,000,000, and India £22,000,000, bringing down the debt to £7,000,000,000. Furthermore, he did not think that Russia would always be a bad debt. As regards German indemnity, he was confident that we would get a considerable sum to reduce our debt.

## SIR DONALD MACLEAN RULED OUT OF ORDER.

Sir Donald Maclean asked permission to move an amendment to the Labour amendment. The Speaker ruled him out of order.

## LIBERALS SUPPORT THE GOVERNMENT.

Sir Donald consequently regretted that he and his colleagues were unable to vote against the Government because they could not enter the lobby with the Labourites unless an enquiry was held before a capital levy was decided upon. The minority in the division was thus almost exclusively Labourites.

## GOVERNMENT RESOLUTION PASSED UNANIMOUSLY.

The Labour amendment was rejected by 405 votes to 50. The Government resolution was then passed unanimously.

## THE SCAFA FLOW INCIDENT.

## BRITAIN ACCEPTS RESPONSIBILITY.

PARIS, October 31st.

It is understood that, at the Supreme Council, Britain accepted the principle of responsibility for the destruction of the German Fleet in the Scapa Flow, and is willing to guarantee France against the loss of her share of the warships. The Council has decided that responsibility for the sabotage falls on the German Government, and not on individual officers.

## EARLIER CABLES.

## WAR SALVAGE.

COSTING BRITAIN £237,000 WEEKLY.

LONDON, October 28th.

In the House of Commons, replying to Major Glyn, Mr. Forster stated that the numbers at present employed upon salvage work in the war areas were British labour troops and other details, 81,000; Chinese and other coloured labour, 45,000.

The weekly cost of salvage operations was estimated at £237,000, including transportation to the United Kingdom. The War Office and the Ministry of Munitions were closely considering the question of how much longer the work would be continued.

## FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL."]

## "FAZILKA" A TOTAL LOSS.

SINGAPORE, November 4th.

It is now confirmed that the *Fazilka* is a total loss on the Nicobars. The second officer was in charge at the time of the grounding. He averted a bigger disaster by altering the course in order to avoid a large rock.

## DUCKED HIS HEAD!

"You'll find yer bath in the out 'ouse." Thus had Pamythe been directed overnight at the "Pink Pig" and that is why he was now, in his dressing-gown, pushing open the outhouse door. It was dark; but there was the tub, right enough, and it would do. He hoped in. In the middle of his ablutions the red-faced landlord thrust his head in at the door. In the dim light he failed to see the man in the tub. "Water's quite nicely warm, thanks," observed Pamythe; "but it's a trifle muddy." "Muddy!" roared the landlord, bursting in suddenly. "Yer tub's in the next place! Git out of it, you idiot! Not a word of this in the 'ouse, mind—no word of this in the 'ouse! That's my 'own-brother ale you're washin' in!" Then Pamythe, who had fed on Government ale for months, ducked his head!

## THE RULE OF THE ROAD.

## PEDESTRIAN COURTESY

[BY G. S. STREET.]

I can do nothing to avert the bankruptcy and starvation with which, according to all too expert authority, my unhappy country threatened. I cannot solve the Irish Question. But I can do something in my small way to mitigate a nuisance which afflicts my fellow-citizens.

We may as well be as comfortable as possible until we are ruined and starved, and we ought to keep for those terrible emergencies all the nervous energy we have and not to dissipate it in unnecessary irritations.

Now one of those irritations, and an extremely annoying one, is that we are always getting in one another's way. Here in London there are myriads of people all day long in the principal streets, jostling against one another, scowling at one another, saying "sorry" in angry tones, stopping in front of one another, uncertain which is to give way or in which direction, striving to pass slower walkers going the same way, and dodging from side to side of them in the vain effort.

And all the time there exists a simple rule which should make most of this unpleasantness quite needless, and which everybody ought to know. Only everybody doesn't know it—obviously. The rule was established about 150 years ago. Before that time our amiable ancestors gave or took the wall. You walked along by the wall until you met another man who seemed to be your superior, or whom, for reasons of prudence, you affected to regard as your superior; then you made way for him. If you did not make way, and he took a different view from yours of his relative importance, he quarrelled with you; very often he fought you; innumerable duels arose from this cause of dispute.

## "TAKING THE WALL."

There is a passage in "Boswell's Johnson" relating to this. After Dr. Johnson had lived a little while in London his old mother wrote to him inquiring if he took or gave the wall. But at that time, the passage relates (and this fixes the date), the convenient rule of the pavement had been established.

The rule is simply—the opposite of that of the road in this country—that you keep to the right. Walkers in the opposite direction should pass on the left, on yours and theirs; if you overtake slower walkers you should pass on their left and your right.

It has nothing to do with the wall as such. If the wall is on your right, you stick to it; if it is on your left, you keep to the opposite side of the pavement from it. And it has nothing to do with sex. Women who think that they are entitled to the inside of the pavement are a nuisance. Of course a polite man will break the rule to avoid making a woman—or an old man or a cripple—step into the gutter, but that is the only exception. Surely the rule is simple enough. You always knew it! Then do go and tell other people; I assure you they don't.

The other day I was walking by the wall, as I should, because it was on my right. A fellow met me, also walking by the wall, in which he was wrong. I thought he would make way; he did not; we jostled together for a moment. "I beg your pardon," said I instinctively, though I was in the right. "Granted," said he, who was in the wrong. This annoyed me, and "Granted be hanged! It was your fault," said I. But such painful incidents would not happen if we all knew the rule.

## DREYFUS RECEIVES LEGION OF HONOUR.

AMENDE TO A MAN ONCE HOUNDED AS A SUPREME TRAITOR

France made the greatest amende in her power on September 12th, to the man she held up to the world a quarter of a century ago as the traitor of the age—Alfred Dreyfus.

Dreyfus, then a captain, was sentenced to life imprisonment on Devil's Island on December 23rd, 1894, following his conviction by court-martial on a charge of selling military secrets to Germany.

Dreyfus, now a lieutenant-colonel, was decorated on September 12th, as an officer of the legion of honour, in recognition of his services in the war.

For years the "Dreyfus case" split virtually the entire civilized world into two camps, one faction stoutly asserting belief in his innocence, the other as firmly convinced of his guilt. Countless novels and plays were based on his life, trial and imprisonment.

Following the confession of Colonel Henry that he had forged some of the evidence against Dreyfus, a new trial was ordered on June 3rd, 1899. Dreyfus was again convicted on September 8th, of that year and sentenced to ten years imprisonment.

Indignation meetings were held throughout the world and petitions forwarded to the French Government, demanding the release of Dreyfus. According to this overwhelming expression of public opinion, President Loubet pardoned Dreyfus. The Supreme Court of Cassation later found Dreyfus innocent of the charges against him and he re-entered the army, with full citizenship restored.

Worn out by five years on Devil's Island, Dreyfus resigned after two years, and entered the reserves. When the war broke out he was made a major and given command of an artillery section stationed near Paris. In the first battle of the Marne, Dreyfus and his battalion got into action and aided in forcing Von Kluck's retirement.

After the German retirement Dreyfus's duties were largely in the nature of artillery instruction and research work.

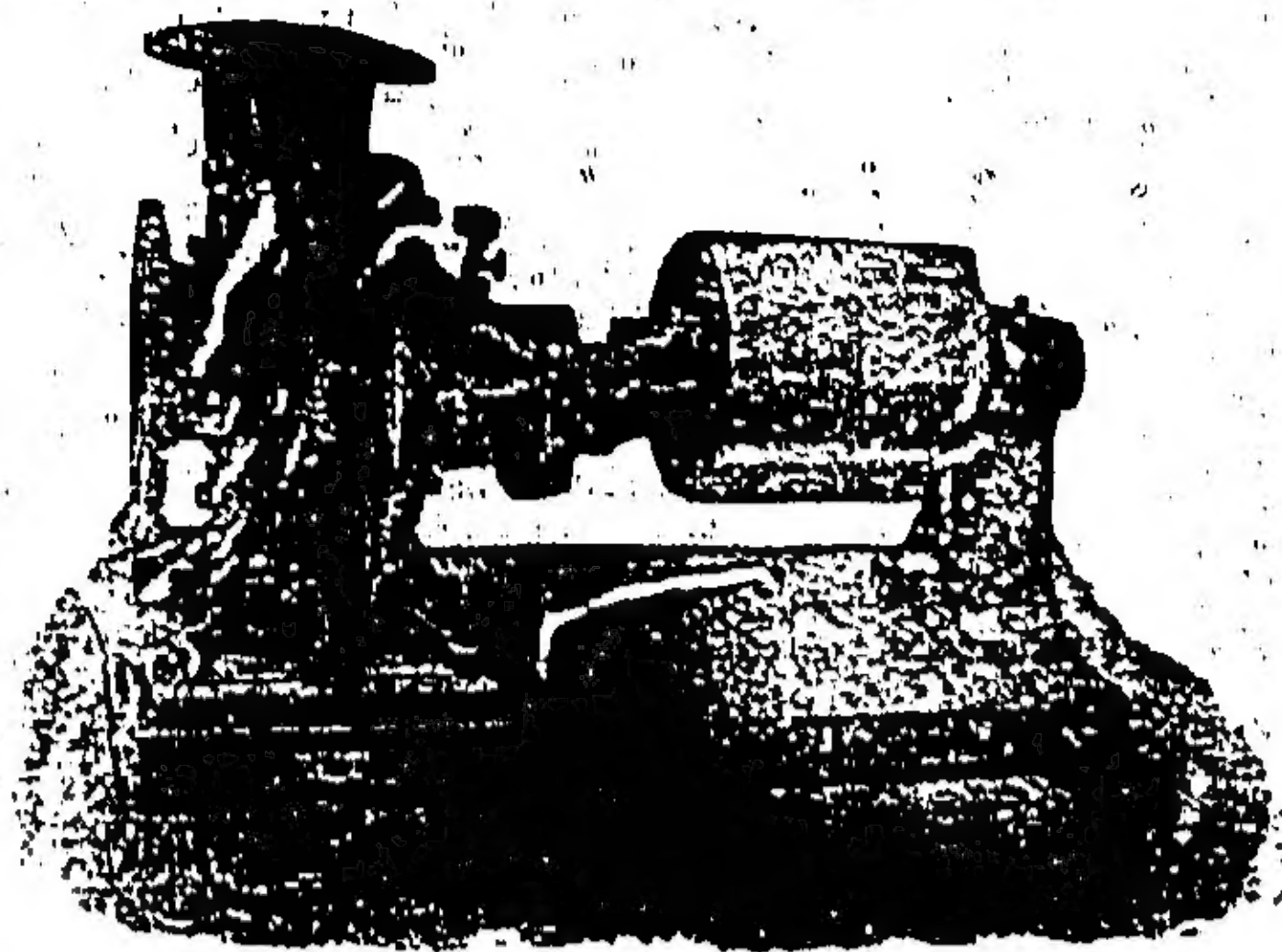
Dreyfus's son, Mathis, entered the army as a gunner and won his commission.



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EDUCATION AND THE FUTURE  
"WE MUST BE WORLD-CITIZENS OR SEE CIVILIZATION PERISH."

[BY ANATOLE FRANCE.]

The following address was delivered by Anatole France, the foremost French litterateur, before the Congress of Teachers' Institutes at Tours, on August 7th, as reported in *L'Humanité*:

Citizens, dear comrades: It is an old friend who addresses you. He stood with you, beside the great Jaures in 1903, when you began the fight for the right to organize. This right assured, it is for you to regulate its usage; and this is why your syndicates are now assembled.

This Congress has yet another object of capital importance: the reorganization of elementary education. Count only upon yourselves to accomplish it; prudence will be your guide.

It was with veritable joy that I read in a newspaper yesterday, the thought of our friend Clément on this subject. "War," he said, "has sufficiently demonstrated that the popular education of to-morrow must be entirely different from that of yesterday." I have hastened to open my heart to you. I see that your ideas are in accord with mine.

Teachers, dear friends, it is with ardent emotion that I address you; deeply stirred with anxiety and hope that I speak to you. And how could I fail to be deeply moved when I consider that the future is in your hands, and that it will be for the most part what your spirit and your care shall make it?

In developing the child, you will determine the future. What a task at this hour, when the world is crumbling, when the old order of society sinks under the weight of its sins; and when conquerors and conquered are alike plunged in a common misery, in which they bandy expressions of hatred.

"A NEW INTELLIGENCE."

In the social and moral disorder created by the war and perpetuated by the peace which has followed it, you have everything to do, everything to rebuild. Have courage! Be of good cheer! It is for you to create a new humanity, it is for you to awake a new intelligence, if you do not wish Europe to fall into madness and barbarism. People will say to you, "To what purpose so much exertion? Man does not change." So! He has changed since the age of the cave-dweller, now for the worse, now for the better. He changes with environment, and it is education which transforms him, even more, perhaps, than air and food. Certainly the education which has rendered possible, which has favoured (being practically uniform among the peoples whom we call civilized) the frightful catastrophe under which we are now half-buried, should not be allowed to endure for a moment. And, above all, it is necessary to banish from the schools everything which makes children love war and its crimes; and this alone will require long and constant efforts, unless all of its panoplies should be swept away at an early day by the breath of world revolution.

In our bourgeoisie, great and small, and even in our proletariat, the destructive instincts for which we justly reproached the Germans are carefully cultivated. Some days ago the amiable La Fouchardiere asked a bookseller for books for little girls. They gave him only stories and pictures of murders, butcheries, massacres, and exterminations. Next morning we shall see at Paris, in the Champs Elysees and on the boulevards, thousands and thousands of little boys dressed by the inept care of their mothers as generals and marshals. The cinema will show them the beauties of war: thus they will be prepared for the military career; and while there are soldiers there will be wars. Our diplomats have left armies to the Germans in order to be able to keep themselves. In their swaddling clothes men are prepared to be soldiers.

"LOVE PEACE, HATE WAR."

My friends, we must break with dangerous practices. The teacher must make the child love peace and its works; he must teach him to detest war; he will banish from education all that which excites hate for the stranger, even hatred of the enemy of yesterday; not that it is necessary to be indulgent to crime, and to absolve all the guilty, but because a people, whatever it may be, at whatever hour, is composed of more victims than criminals, because the punishment of the guilty should not be visited upon the innocent generations, and because, finally, all peoples have much to pardon each other.

In a beautiful book which has just appeared, and which I counsel you to read, *Les Mains Prochaines*, an essay of education without dogma, Michel Corday has written these fine words, which I use to reinforce my own. He said: "I hate that which reduces man to the level of the beast, forcing him to attack whatever does not resemble him."

"Oh, that ideal! I pray with all my heart for its disappearance from the surface of the earth. I have hate only for hatred."

"MAKE HATRED HATED."

My friends, make hatred hated! It is the most necessary and simple part of your task; the state to which a devastating war has reduced France and the whole world imposes upon you duties extremely complex and consequently extremely difficult to fulfil. Pardon me for returning to this; it is the great point upon which everything depends. It is for you, without hope of aid or support, or even of consent, to change up in order to make workers. There is place to-day in our society only for workers; the rest will be swept away in the storm. Make intelligent workers, instructed in the arts they practice, knowing what they owe to the national and to the human community. Burn all the books which teach hatred. Teach work and love. Let us develop reasonable men, capable of tampering under foot the vain splendor of barbaric glories, and of resisting the sanguinary ambitions of nationalism and imperialism which have crushed their fathers.

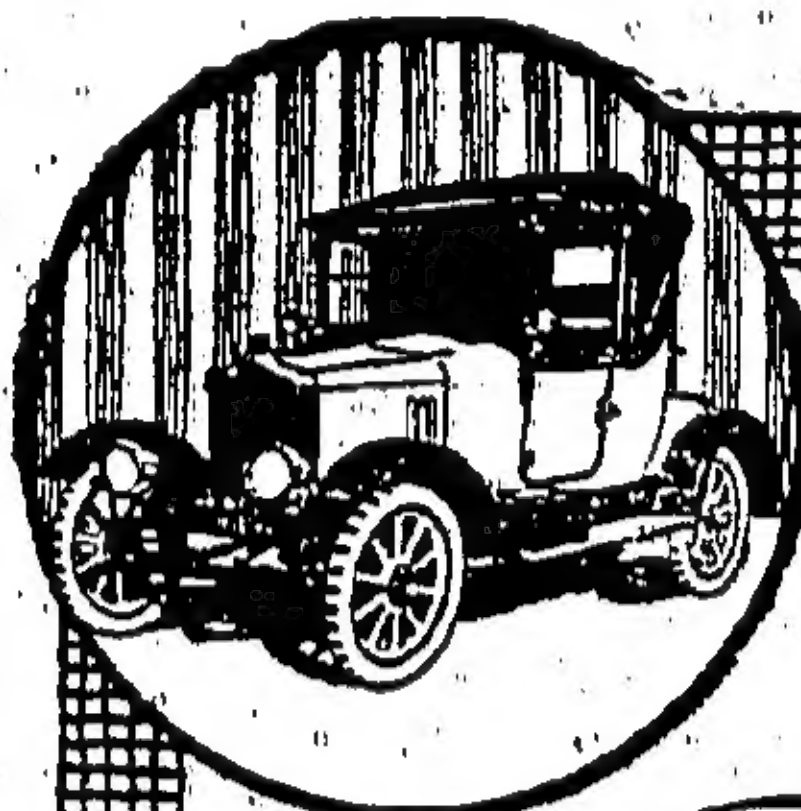
No more industrial rivalries, no more wars: work and peace. Whether we wish it or not, the hour is come when we must be citizens of the world or see all civilization perish. My friends, permit me to utter a most ardent wish, a wish which (Continued at foot of next column.)

BOVRIL  
and the War

Those who have given up Bovril in order that the fighting men should have it can now obtain their share.

During the War Bovril was indispensable to the soldiers, wounded, and the people in the United Kingdom that it had to be retained in the British Isles where it is made, or sent to the fighting fronts.

Fresh supplies of Bovril have now reached this country and no one need be any longer deprived of the wonderful body-building power of this unique food.



The Car  
for the  
Owner-Driver

The All-British  
**Standard**  
LIGHT CAR

Send your enquiry for early delivery to—  
ALEX. ROSS & CO.,  
STANDARD MOTOR CO., LTD.,  
COVENTRY, ENGLAND.

HORLICK'S  
MALTED MILK

(MALTED BARLEY, WHEAT, AND PURE FULL-CREAM MILK)

The Food Drink with all the Virtues.

1. Generates force and sustains it.
2. Gives strength and maintains it.
3. Easily digested and completely absorbed.
4. Delicious and refreshing.
5. Ready in a moment.
6. Suits all ages and conditions.
7. Keeps in all climates.



Supplied by all Chemists and Stores.

Also available in Tablet form to be dissolved in the mouth.

HORLICK'S MALTED MILK CO., SLOUGH, DUCKS, ENG.

I say

**KEATING'S**  
**LOZENGES**  
cure the worst cough

EAT  
WISEMAN'S BREAD.

Good, pure, wholesome food is essential to GOOD HEALTH

Even if you have to pay a little more for it.

Wiseman's Bread is made in a large, airy and well-ventilated Bakery and under European Supervision. Do not run any risk.

Get your Bread from

**WISEMAN'S**

D. N. GOODALL,

Manager.



## THEATRE ROYAL.

## THE FRAWLEY COMPANY

Commencing TUESDAY, NOVEMBER 11th, at 9.15 p.m.

In a Season of the Latest and Greatest of London and New York Successes.

TUESDAY, Nov. 11th:	"THREE WISE FOOLS." Austin Strong's delightful comedy.
WEDNESDAY, Nov. 12th:	"TURN TO THE RIGHT." by Winchell Smith and John L. Hazard—America's greatest comedy.
THURSDAY, Nov. 13th:	"POLLY WITH A PAST." A Comedy with complications, by George Middleton & Guy Bolton.
FRIDAY, Nov. 14th:	"LOMBARDI LTD." The Nations latest Broadway Comedy Hit.
SATURDAY, Nov. 15th:	"PARLOR, BEDROOM AND BATH." A fresh, dippant, farcical frolic by C. W. Bell and Mark Swan.

Prices as Usual.

Booking at MOUTRIE'S

## TO SAVE YOUR MONEY

We sell high-class Cigars,

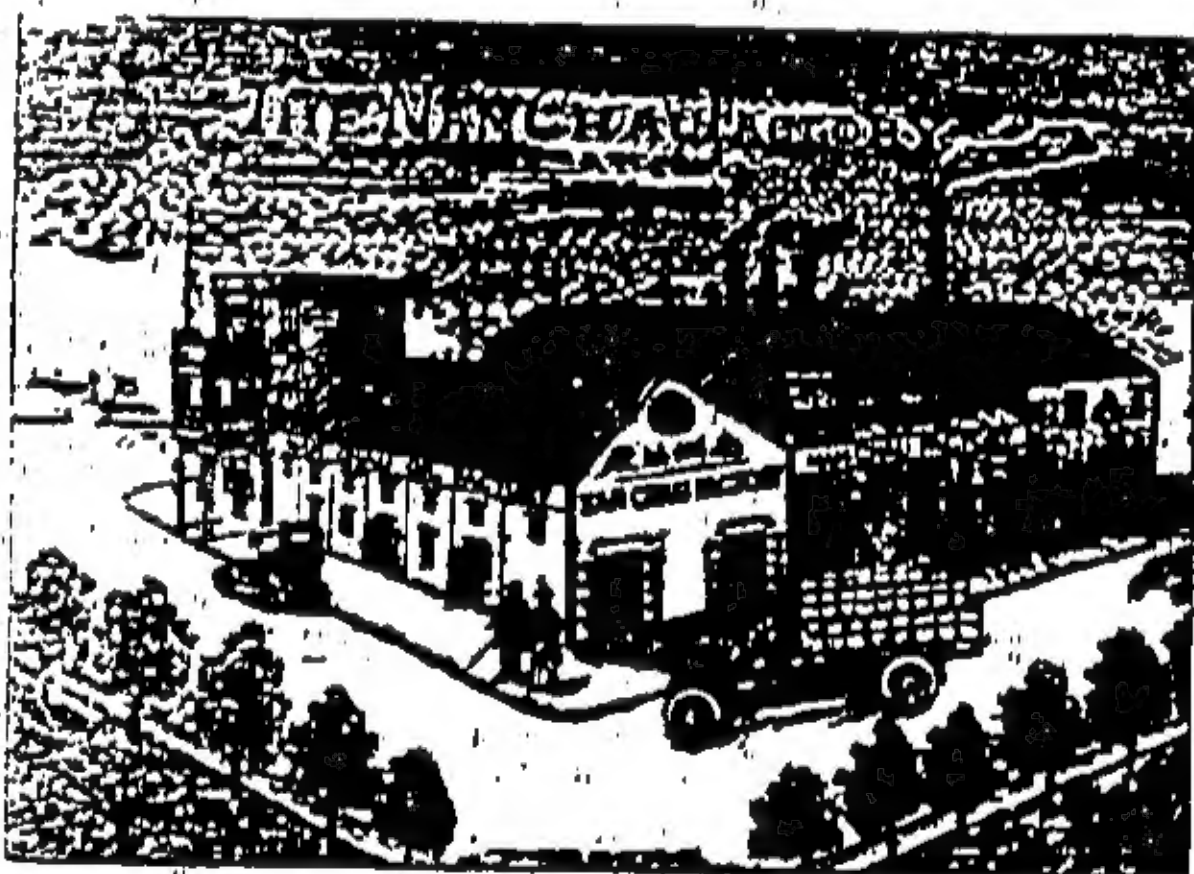
Cigarettes and Tobaccos

at very moderate prices.

## TABAQUERIA FILIPINA,

10, Des Voeux Road, Opposite King Edward Hotel.

OUR PRICE LISTS HAVE NOW BEEN PUBLISHED AND  
THESE MAY BE HAD ON APPLICATION AT OUR STORE.



## IMPORTANT NOTICE.

IN Manufactures the most Important Point is Improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compares most favourably with other Oils used for Culinary purposes: there is no residue.

Prices are moderate so as to induce new business.

Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY,

Office:—No. 28, Connaught Road West, HONGKONG.

Factory:—No. 28, Kwei Lin Street, SAMSHUIPO.

This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

Pianos  
for  
Hire

\$10 per Month

Robinson's

INDUSTRIAL RIVALRY OF  
BRITAIN AND AMERICA.

Mr. Mackay-Edgar, head of the great trading firm of Messrs. Sperling Co., whose views on the future of British industry were recently published in the *Daily Chronicle*, replies to his critics by reiterating his faith in the power of Great Britain to win in the race for pre-eminence in the world's markets.

"I am a bull on the British workman and British captains of industry and British enterprise and large-mindedness," he writes, "and, finding the atmosphere of the moment to be murky with the conviction that the country and its trade were going first to the dogs and then to the devil, I endeavoured to lighten it with some reasoned encouragement and to show that, after all, we were not yet completely done for."

"I confess it does surprise me to find Mr. R. P. Houston, M.P., against me. For I had long reckoned Mr. Houston one of the most formidable critics, in or out of the House of Commons, of the Government's policy with industry, which is perhaps the greatest obstacle to our national recovery from the war. Mr. Houston is himself one of those captains of industry on whom I confidently relied to recapture whatever ground we have been temporarily forced to yield."

## HOUSE OF LAMENTATION.

"I am, therefore, nothing less than amazed when he puts himself forward as the loudest mourner in the house of lamentation, and refuses to be comforted. In his acute depression he will not hear one word of faith and confidence in the future. His one thought, seem to be to rush out into the street, put up the shutters, and scrawl across them 'Great Britain—To Let.'"

"But on reflection I see that the difference between us is merely one of perspective. Mr. Houston has his eyes glued on the troubled present. I am trying to look a little ahead and take stock of the assets we may rely upon in a struggle which will not be decided this year or next, but may spread over two decades and more of determined rivalry."

"If an American or any other foreigner were to see up and say that Great Britain industrially and financially had been knocked out and was no longer worth troubling about, Mr. Houston would be the first to prove that he was entirely mistaken. But he claims to himself none the less the privilege of painting our prospects in the blackest colours he can mix on his palette."

"Why? Because he thinks it good policy. The Briton, he argues, 'is always at his best when faced with grave danger.' Therefore, he magnifies the danger, treats all the ephemeral advantages which the war has brought to America as though they would endure for ever, and triumphantly proves that nothing is left for us but to get out of business on whatever terms America graciously consents to grant us."

"It is all nonsense—this idea that British employers and British labour have to be scared out of their wits before they will buckle down to work. Mr. Houston underestimates altogether the intelligence of his fellow-countrymen. They know, even if he does not, that for America to relieve her congested state of over-production by dumping steel rails in Glasgow at a price below cost of manufacture is no more a sign of industrial strength than if we were to sell British ships to Brazil at £10 per ton. They know that there is hardly a manufacturer in Great Britain who is not booked up with orders ahead on profitable terms."

"With every word Mr. Houston says about the necessity for increased output, I entirely agree. But the way to get it, in my judgement, is not to put on crapes and beat the breast, but to hammer it home into every employer and every working man that there is still a decent livelihood to be made out of British industry, and that American competition, if it is faced with a sane and courageous optimism—that is to say, with faith in themselves—will prove a stimulus rather than the death blow to British commerce and manufacturers."

## PROPHET OF RUIN.

"Let me assure Mr. Houston that the role of a prophet of ruin and a counsellor of despair does not become him. It was not by such means, but by resolution and speculative pluck, and an invincible belief in himself, that he built up the great position he holds to-day in British industry. Only by displaying the same qualities of character and perseverance shall we, as a nation, rise victoriously from the wreckage of the war."

"By all means let us face the facts. But don't let us take a jaundiced view of them or cover beneath them, or make preparations to throw up the sponge. That is not the British way, any more than it was Beckett's way to beat McGorty in the seventeenth round, or that it has been Mr. Houston's way throughout his life, or the way of any other conquering man or nation."

"Less, of all, should we adopt an attitude so alien to our instincts, and our past at a time when the command of many of the basic raw material is steadily, all over the world, falling into British hands, and assuring to us a future far brighter than the American present."

"If Mr. Houston will leave the weeping and wailing to the professional Jeremiahs and climb the heights with me, he will not only get a good view of the promised land, but he will be of incomparable service in lending the nation to it."—*Daily Chronicle*.

## WISEMAN, LTD.

## TEA DANCE.

To-morrow

(Thursday), November 6th.

## DINNER DANCE

Saturday, November 8th.

Charges: Tea Dance 50 cents.

Dinner Dance \$1.00.

D. M. GOODALL,

MANAGER.

## HONGKONG HOTEL.

## TEA DANCES

will be held on the following Days

during the month of NOVEMBER.

From 4.30 to 7 p.m.

Friday, 7th.

Monday, 10th, Friday, 14th.

Monday, 17th, Friday, 21st.

Monday, 24th, Thursday, 27th.

Admission to Dance Room

Each Day \$2 per head, including

Tea.

J. H. TAGGART,

Manager. [1465]



## Calculating

## Machines

Addition  
Multiplication  
Subtraction  
Division

Constructed for use in  
every branch of business

Sundstrand



Marrhant



MONROE



All successful Business Men  
of Hongkong recognize the  
economy and efficiency in  
the use of CALCULATING  
MACHINES.

ALEX. ROSS &amp; CO.,

Machinery Department,  
25, Des Voeux Road Central,  
Telephone 2487.

## THORNYCROFT

JOHN I. THORNYCROFT &amp; CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 65, Szechuen Road.

MARINE MOTORS AND MOTOR BOATS.

MOTOR LIGHTING AND PUMPING SETS.

SHALLOW DRAFT STEAMERS.

THORNYCROFT OIL FUEL SYSTEM.

Commercial, High-speed and Pleasure Craft.

THORNYCROFT WATER-TUBE BOILERS.

THORNYCROFT MOTOR VEHICLES.

Our Motor Engineer and our Naval Architect, both Thorncroft  
experts, now resident in Shanghai, will give attention to all inquiries.

Early deliveries can be made of 15-h.p., 30-h.p., 45-h.p., and  
70-h.p. Kerosene Marine Engines.

R. R. ROXBURGH,

Manager for China.

## SHEWAN, TOMES &amp; CO.

MOTOR DEPARTMENT.

Distributors for

COLE DODGE &amp; OLDSMOBILE Cars.

FEDERAL Trucks—FISK Tires.

HARLEY-DAVIDSON Motorcycles.

ARROW, BRENNAN, JACOBSEN, MEITZ.

RED WING, ROBERTS &amp; VENN.

SEVERIN Marine engines.

We stock Spare Parts also carry a complete line of  
Auto-Accessories and Motorboat Fittings.

Motor Car Storage

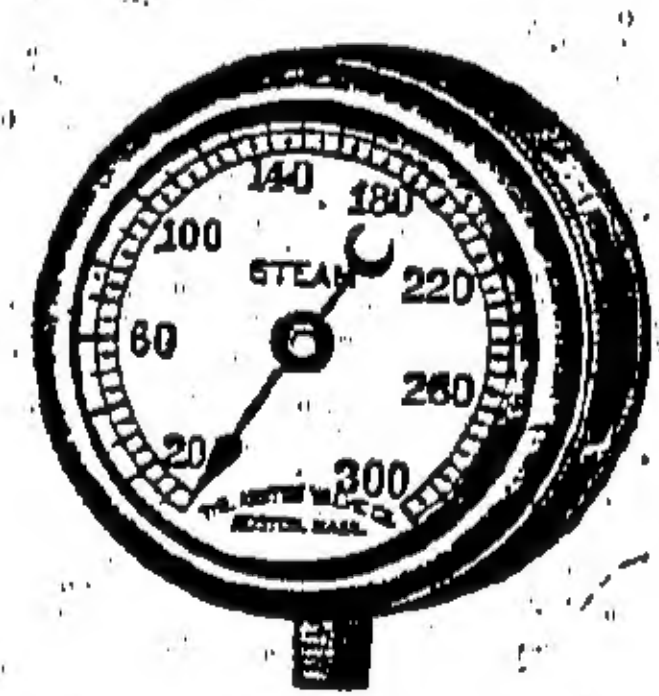
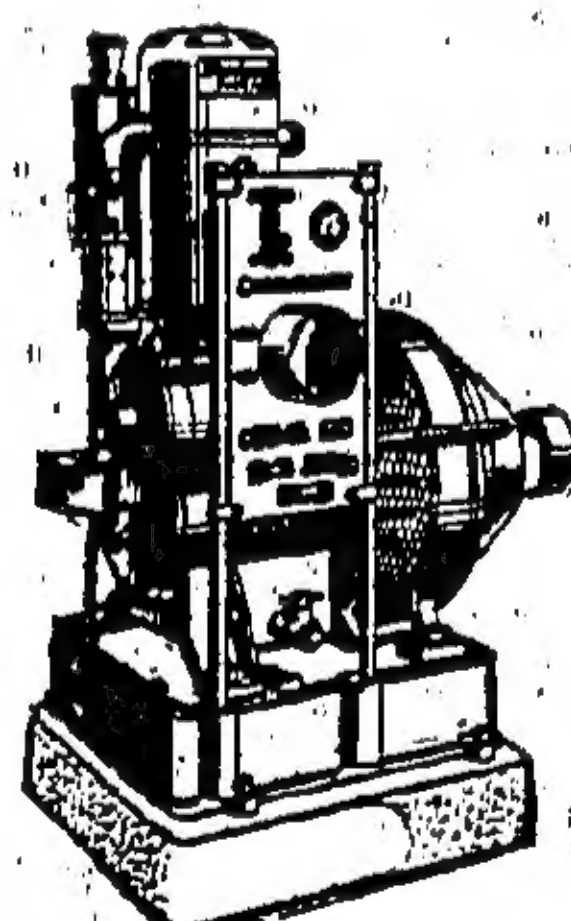
and

Repairs of all descriptions under European supervision.

Re-painting a speciality.

Inquiries and Inspection Invited.

Call at our Motor Garage or  
No. 7, Russell St. Phone 659.



Pressure Gauges  
for all purposes.

Sole Agents for

Ashton Valve &amp; Gauge Co.

Union Engineering Co., Ltd.

HONGKONG.

TEMPORARY OFFICES:

TOP FLOOR PRINCES' BUILDING.

## HOGG, KARANJIA &amp; CO., LTD.

1a, Chater Road—Phone 2354.

IMPORTERS—EXPORTERS—ENGINEERS.

"GLIDDEN"

Roofings.

Paints.

Varnishes,

&amp; Stains

for all purposes.

We also can supply

Dyes.

Metals.

Paper.

Machinery

of all kinds.

Plumbings Supplies.

Construction

Materials.

Tools (all kinds).

Chemicals.

Household Goods.

Write or Phone on anything you require.

Special: Our Construction and Engineering Dept would furnish builders  
with free plans and specifications to customers for their steel and building  
materials—at competitive prices.



## SHIPPING NEWS

## ARRIVALS

November 4th.  
 Mule, Dutch str., 5,693 tons, Capt. Brouwer, from New York, with a cargo of case oil—Standard Oil Co.  
 Beneluch, British str., 2,679 tons, Capt. Mason, from Singapore, with a general cargo—Gibbs, Livingstone & Co.  
 Commodore Doria, French str., 3,470 tons, Capt. Gaudier, from Singapore, with a general cargo—M. M. Co.  
 Sun Sang, British str., 1,410 tons, Capt. Skinner, from Surabaya, with a cargo of sugar—J. M. & Co.  
 Hulland, Norwegian str., 1,036 tons, Capt. Johannessen, from Canton—Thorsen & Co.  
 Indus, Malay str., 2,859 tons, Capt. Mohi, with a general cargo—O.S.K.  
 Asahi Maru, Japanese str., 1,475 tons, Capt. Saka, from China Wau Tao, with a cargo of coal—Doddwell & Co.  
 Soshu Maru, Japanese str., 1,008 tons, Capt. Toyota, from Canton, with a general cargo—O.S.K.  
 Tzipanar, Dutch str., 2,444 tons, Capt. P. Weidner, from Surabaya, with a general cargo—C.I.T.  
 Win Ping, Chinese str., 328 tons, from K. C. Wan, with a general cargo—Shun On & Co.

## CLEARANCES

November 4th.  
 Alcoron, for Haiphong.  
 Chongking, for Haiphong.  
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## PASSENGERS

## DUE TO ARRIVE

Per N.Y.K. S.S. *Asahi Maru*, from London, September 25th, to Hongkong, Mr. and Mrs. K. Seth, Major and Mrs. J. L. Maxwell, Capt. and Mrs. C. D. Lambert, Miss M. Sahin, Mrs. A. Parke Smith, Mr. and Mrs. Hancock and two children, and Miss Lloyd.

Per S.S. *Princess* on November 4th: Mr. and Mrs. J. H. Gibbs, Engr. Lt. J. Rowe, Mr. W. F. Harris, Mr. S. Eaton, Lieut. W. G. Gibbs, Hon. D. Montreigne, Mr. D. B. Gibbs, Miss S. Bilbrough, Mr. and Mrs. K. K. Gibbs, Lieut. G. Taggart, Mr. A. Easton, Capt. F. E. Johnson, Mr. J. F. Reilly, Rev. G. D. Dore, Mr. and Mrs. C. F. S. Bilbrough, Miss Q. Bilbrough and Mr. D. S. Gray.

## SHIPPING MOVEMENTS

The S.S. *Empress of Russia* left Nanchang on November 3rd at 10 p.m., and is due at Hongkong to-day, and is due at Shanghai for this port on the 4th inst. at 9 a.m., with the homeward English mails, and is due here on the 7th inst. at about 7 a.m.

JAVA-CHINA-JAPAN LIJN  
REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANUEK	JAVA	5th Nov.	5th Nov.	JAVA
TJILIWONG	JAVA	10th Nov.	10th Nov.	JAPAN
TJISALAK	JAVA			
TIPANAS	JAVA			

\*Wireless Telegraphy.  
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.  
 Telephone No. 1974.

SHIPBUILDERS.  
 SHIP REPAIRERS.  
 BOILER MAKERS.  
 FORGE MASTERS.  
 OXY-ACETYLENE &  
 ELECTRIC WELDERS.  
 MECHANICAL &  
 ELECTRICAL  
 ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY  
 OF HONGKONG, LIMITED.

## —DRY DOCK—

Length 787 Feet.  
 Length on Blocks 750 Feet  
 Depth on Centre of  
 SHIP (H.W.O.S.T.) 34 ft. 6 ins.

## —THREE SLIPWAYS—

Capable of Handling Ships Up  
 to 3,000 Tons Displacement.  
 Electric Crane at Sea Wall, Capable of  
 Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE,

TEL. ADDRESS: "TAIKOODOCK," HONGKONG.

TELEPHONE No. 212.

CALL FLAG: "O" OVER A.M. PERTH.

AGENTS,

HONGKONG, CHINA, & JAPAN.

## WEATHER REPORT.

November 4th, at 11.15.—No return from Vladivostok, Japan or Indo-China.  
 Pressure has increased slightly at Weihaiwei and decreased slightly in the neighbourhood of Hongkong. It is nearly stationary at other reporting stations.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inch. Total since January 1st, 72.63 inches, against an average of 80.71 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

District FORECAST.  
 Hongkong to Gap Rock N.E. winds, fresh; fair.  
 Formosa Channel (The same as No. 1.)  
 South Coast of China between (The same as No. 1.)  
 South Coast of China between (The same as No. 1.)  
 Hongkong and Hainan (The same as No. 1.)

## THE NEW FRENCH REMEDY

## THERAPION NO. 1

## THERAPION NO. 2

## THERAPION NO. 3

## THERAPION NO. 4

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## N. Y. K.

## NIPPON YUSEN KAISHA.

SAILING FROM HONGKONG SUBJECT TO ALTERATION.

## SEATTLE &amp; VICTORIA via Manila, Shanghai &amp; Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU ... Saturday, 22nd Nov., at 11 a.m.  
 FUSHIMI MARU ... Saturday, 13th Dec., at 11 a.m.

## LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

YOKOHAMA MARU ... Friday, 14th Nov., at Noon.  
 TAMBA MARU ... Friday, 24th Nov., at Noon.

## MELBOURNE &amp; SYDNEY via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

AKI MARU ... Wednesday, 19th Nov., at 11 a.m.  
 TANGO MARU ... Wednesday, 24th Dec., at 11 a.m.

## NEW YORK &amp; HAVANA via Kobe, Yokohama, Muroran, SAN Francisco, Panama &amp; Colon.

TOKIWA MARU ... Saturday, 22nd Nov., at 11 a.m.

## SOUTH AMERICAN PORTS via Cape.

## BOMBAY &amp; COLOMBO via Singapore.

YAMAGATA MARU ... Friday, 7th November.  
 TAMA MARU ... Thursday, 27th November.

## CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

NAGATO MARU ... Wednesday, 18th Nov.  
 MURORAN MARU ... Thursday, 4th Dec.

## JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

TANGO MARU ... Saturday, 22nd Nov., at 11 a.m.  
 NIKKO MARU ... Saturday, 20th Dec., at 11 a.m.

## SHANGHAI, KOBE &amp; YOKOHAMA.

MISHIMA MARU ... Thursday, 6th Nov., at 11 a.m.  
 KOSOKU MARU ... Saturday, 6th November.  
 SADO MARU ... Thursday, 13th Nov., at 11 a.m.  
 HWAHWA ... Monday, 17th November.

## EXTRA SERVICES (Marseilles, L'pool, Antwerp, R'dam H'burg etc.)

TATSUNO MARU (London, Antwerp & Hamburg) ... Wednesday, 19th Nov.  
 TSUSHIMA MARU (Marseilles & Liverpool) ... End of Nov.  
 DURBAN MARU (London, Antwerp, Rotterdam & Hamburg) ... Middle of Dec.

For further information apply to—NIPPON YUSEN KAISHA.  
 Telephone Nos. 291 & 292 S. YASUDA, Manager.

## CP OS

## SAILINGS

## HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Mei) Kets & Yokohama)

From Hongkong to Vancouver

Empress of Japan ... Nov. 19 Dec. 19  
 Empress of Asia ... Nov. 27 Dec. 15  
 Empress of Russia ... Dec. 25 Jan. 12  
 Empress of Japan ... Jan. 14 Feb. 4  
 Montague ... Jan. 3 Jan. 27  
 Empress of Asia ... Jan. 22 Feb. 9  
 Empress of Japan ... Mar. 10 Mar. 31  
 Empress of Russia ... Mar. 11 Mar. 29  
 Montague ... Mar. 22 Apr. 8  
 Empress of Asia ... Apr. 8 Apr. 26  
 Empress of Japan ... May 5 May 26  
 Empress of Russia ... May 6 May 24  
 Montague ... May 29 June 22  
 Empress of Asia ... June 3 June 21  
 Empress of Japan ... June 30 July 19  
 Empress of Russia ... July 1 July 19

Passage Fare Hongkong to United Kingdom.  
 Express of Russia ... 18,500 Tons Reg. ... Gold ... \$485  
 Express of Asia ... 18,500 Tons Reg. ... Gold ... \$485  
 Express of Japan ... 18,500 Tons Reg. ... Gold ... \$485

For Freight and other information please apply to  
 HONGKONG OFFICE, 20, CANAL STREET.  
 Telephone 724. Cable address: CANPAC.

## CANADIAN PACIFIC OCEAN SERVICES

## AUSTRALIAN ORIENTAL LINE.

## HONGKONG TO PHILIPPINES, SANDAKAN AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia  
 "TAIYUAN" ... 6th November ... 10th November.  
 "CHANGSHA" ... 23rd November ... 28th November.

SAILINGS SUBJECT TO ALTERATION.  
 These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand & Tasmanian Ports.

For freight or passage apply to—BUTTERFIELD & SWIRE, Agents. [1420]

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" AND "COLOMBIA"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

## THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "COLOMBIA" ... Wednesday, Nov. 5th, 1919.  
 S.S. "VENEZUELA" ... Tuesday, Dec. 2nd, 1919.  
 S.S. "ECUADOR" ... Wednesday, Dec. 31st, 1919.

## ALSO

The following U.S. Shipping Board vessels

Steamer	Sails from SAN FRANCISCO	Due to sail from Hongkong
S.S. "WEST INSKIP" ...	Oct. 25th, 1919	Dec. 17th, 1919.
S.S. "WEST CADDOA" ...	Oct. 30th, 1919	Dec. 24th, 1919.
S.S. "WEST CONOB" ...	Nov. 1st, 1919	Dec. 29th, 1919.
S.S. "WEST YACA" ...	Nov. 10th, 1919	Jan. 3rd, 1920.
S.S. "WEST KADOR" ...	Nov. 30th, 1919	Jan. 10th, 1920.
S.S. "WEST NERIS" ...	Dec. 28th, 1919	Feb. 13th, 1920.

Cargo accepted on through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—PACIFIC MAIL S.S. COMPANY,  
 Alexandra Building,  
 Chater Road.  
 Cable Address "SOLANO."

Telephone 141.

INDO-CHINA  
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

HAIPHONG ... "LOKSANG" ... Thurs, 6th Nov., 8 a.m.  
 MANILA ... "YUENSANG" ... Fri., 7th Nov., 3 p.m.  
 SHANGHAI ... "CHOYSANG" ... Sat., 9th Nov., 11 p.m.  
 KOBE ... "KWAISANG" ... Tues, 11th Nov., 11 p.m.  
 STRAITS & CALCUTTA ... "NAMSANG" ... Tues, 11th Nov., 3 p.m.  
 TIENTSIN, via WEIHAIWEI and CHEFOO "CHEONGSANG" ... Thurs, 13th Nov., 2 p.m.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sarawak by steamer having up-to-date accommodation for passengers.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

For Freight or passage apply to  
 JARDINE, MATHESON & CO., LTD.  
 Telephone No. 214.

## GLEN AND SHIRE

Joint Service of Steamers.

## U.K. STRAITS, CHINA &amp; JAPAN SERVICE.

## OUTWARDS.

Vessel ... Due Hongkong  
 "GLENLYN" ... 5th Nov.  
 "GLENAPP" ... 15th Nov.  
 "GLENAMOT" ... 30th Nov.

## HOMEWARDS.

Vessel ... Leaves Hongkong  
 "GLENLYN" ... 13th November ... GENOA & LONDON  
 "GLENAPP" ... 18th November ... LONDON & ROTTERDAM  
 "GLENAMOT" ... 21st December ... GENOA & LONDON  
 "GLENAMOT" ... 4th December ... LONDON & ANTWERP

Movements are subject to change without notice.  
 For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.  
 The Royal Mail Steam Packet Co.  
 Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

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Cable Address:  
 Kawakisen, Kobe.  
 Bentley's, A.B.C. 5th Ed.  
 and Scott's Codes.

## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... Y20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUKATA

Managing Director: Mr. M. MASAYA ABE

The Company has on hand a Large Number of

## NEW CARGO STEAMERS



## INDIAN AFRICAN LINE

Large carried on through Bills of Lading from HONGKONG to SHANGHAI, AMALGAM BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to SHANGHAI, AMALGAM BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the quickest freight transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
Managing Agents.

## "ELLERMAN" LINE.

(RUBENMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to BANK & CO., Canton.

THE BANK LINE, LIMITED.

General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"BUNNING"	On 8th Nov. Noon.
SHANGHAI and TUNGTAO	"CHENAN"	On 9th Nov. 11 P.M.
WATWAI, CHUMCO & THOSHE	"HUICHOW"	On 10th Nov. 3 P.M.
SWATOW and BANGKOK	"CHANGHONG"	On 11th Nov. 9:30 A.M.
MANILA, CEBU & ILOILO	"TAMING"	On 18th Nov. 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample ships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt J. W. Evans	FRIDAY,	7th Nov. at 1 P.M.
"QUINNEBAUG"	Capt J. Medina	SUNDAY,	10th Nov. at 9 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

## NEW YORK DIRECT.

Joint Service of the

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., and CHINA MUTUAL S.N. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"EURYLOCHUS"	via Panama	25th Nov.
"CITY OF NEWCASTLE"	via Suez	30th Nov.
"KNIGHT TEMPLAR"	via Panama	22nd Dec.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.  
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.  
HONGKONG AND CANTON. REISS & CO., CANTON.

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P. & O. - BRITISH INDIA,  
AFRICAN AND EASTERN &  
AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

## MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NOVARA	19th Dec.	23rd Jan.	1st Feb.
KASHGAR	26th Dec.	30th Jan.	8th Feb.

FOR

## BOMBAY VIA STRAITS &amp; COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	8th Nov. at 11 A.M.	25th Nov.
DILWARA	16th Dec.	3rd Jan.

FOR

## CALCUTTA VIA STRAITS &amp; RANGOON.

Steamer	Leave Hongkong about	Due Calcutta about
GREGORY APCAR	18th Nov.	5th Dec.

FOR

## AUSTRALIAN PORTS VIA TORRES STRAITS.

Steamer	Leave Hongkong about	Due Sydney about
EASTERN	23rd Nov.	16th Dec.

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

SS.	Leave Hongkong about	Due Yokohama about
EASTERN	8th Nov.	to Kobe direct
NOVARA	16th Nov.	2nd Dec.
ARKATON APCAR	19th Nov.	7th Nov. (Kobe)
KASHGAR	26th Nov.	9th Dec.
DILWARA	4th Dec.	7th Dec. (Shanghai)

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
Tickets Interchangeable.  
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and sailing dates are liable to be cancelled or altered without notice.  
Parcels measuring not more than 2ft. x 2ft. x 1ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.  
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOWLING, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.  
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.  
22, Des Voeux Road Central, HONGKONG.

THE ADMIRAL LINE.  
PACIFIC STEAMSHIP CO.  
TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ICONIUM"	... About	Nov. 8th.
"WHEATLAND"	... About	Nov. 11th.
"ENDICOTT"	... About	Nov. 17th.
"ELKTON"	... About	Nov. 19th.
"ELDRIDGE"	... About	ec. 10th.
"EDMORE"	... About	Dec. 24th.

For PORTLAND direct.  
(Calling at Shanghai and Kobe).

"WEST HARTLAND"	... About	ov. 27th.
"WABAN"	... About	Dec. 1st.
"NISEMAHA"	... About	Dec. 11th.

Through Bills of Lading issued to Overland Common Points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, HONGKONG MANSION.

LLOYD TRIESTINO  
S.S. "NIPPON"

For SINGAPORE, COLOMBO, PORT SAID and TRIESTE hence, about Nov. 20th.

To be followed by

S.S. "PERSIA"  
S.S. "AFRICA"

For freight or passage apply to—

DODWELL & CO., LIMITED.

Agents.

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TOYO KISEN KAISHA.  
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.  
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
"PERSIA MARU"	8,000	Nov. 14th.
"SIBERIA MARU"	20,000	Nov. 28th (from Kobe)
"KOREA MARU"	20,000	Dec. 2nd.
"NIPPON MARU"	11,000	Dec. 6th.
"TENYO MARU"	23,000	Dec. 18th.

... omitting Shanghai ...

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA, and IQUIQUE.  
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,500	Jan. 9th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.  
Passengers may travel by Rail between Ports of Call in Japan free of charge.  
For full information as to rates, sailings, etc., apply to—  
Telephone 2274 and 2275. T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.  
FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
DESTINATION STEAMER & DISPLACEMENT SAILING DATE

SHANGHAI, KOBE & YOKOHAMA	"SPHINX"	20,000	On or about 6th Nov.
	"ANDRE LEBON"	20,000	On or about 17th Nov.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, PORT SAID, SUEZ, PORT SAID.

SHANGHAI ... "SCHARNHORST" ... On or about 30th Nov.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.  
For full particulars regarding sailings, etc., apply to—  
J. TOURNET, Acting Agent, Queen's Building.

Telephone 740.

O. S. K.  
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.  
"CELESTES MARU" ... Saturday 8th November.  
"ALPS MARU" ... [End of November].

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU" ... Monday, 17th November.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.  
"INDUS MARU" ... Tuesday, 4th November.  
"SAIGON MARU" ... Beginning of November.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.  
"UNNAN MARU" ... Monday, 1st December.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.  
"MADRAS MARU" ... Middle of November.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and Milwaukee and St. Paul Railway in connection with Chicago.  
"AFRICA MARU" ... Monday, 17th November.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

KEELUNG via SWATOW, AMOY—These steams have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.  
"AMAKUSA MARU" ... Sunday, 9th November.

For TAKAO via SWATOW and AMOY.  
"SOSHU MARU" ... Thursday, 6th November.

For sailing dates and further particulars please apply to—  
Tel. No. 744 and 745. Y. YASUDA, Manager, No. 1, Queen's Building.

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CHINA MAIL S.S. CO., LTD.  
FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO  
via SHANGHAI, JAPAN PORTS and HONOLULU.

"NANKING" Nov. 5th. "CHINA" Nov. 22nd. "NILE" Dec. 20th.

An unsurpassed high-class passenger service.

O. H. BITTER Freight and Passenger Agent, Ice House Street, Tel. 1943.



